

MINUTES OF MEETING

UNION REPRESENTATIVES OF THE JOINT WESTERN AREA COMMITTEE

AND

REPRESENTATIVES OF LOCAL UNIONS

MONDAY, FEBRUARY 13, 1967, at 10:00 A.M.

MONTEREY ROOM OF THE SIR FRANCIS DRAKE HOTEL

SAN FRANCISCO, CALIFORNIA

The meeting was called to order at 10:00 a.m., Monday, February 13, 1967 by Joseph Diviny, Chairman.

1. Roll Call of the Union members of the Joint Western Area Committee showed the following members present:

Fred Hofmann
George Rohrer
Robert Rampy
Art Trimble
Floyd Mendenhall
George King

Harry Kachadoorian
Harry Bath
Bud Green
Lafe Case
Bill Waggoner
Gene Shepherd

2. The Minutes of the meeting of the Union members of the Joint Western Area Committee and Local Union Representatives held on Monday, November 14, 1966 were approved as mailed.
3. In addition to those members of the committee listed above, the following representatives of Local Unions, etc., were present in the meeting.

Charles Brenner - Local 208
Ernie Hinch - W.M.F.D.
Jim Campbell - Local 980
Jack Crotty - S.C.J.S.C.
Leonard Andrade - Local 224
William Croysdill - Local 208
Edward Dietrich - Local 208
Dave Kekay - I.B.T.
Benny Greenfield - Local 17
Herb Helmers - Local 357
LeRoy Nunes - Local 70
O. F. Nicola - Local 180
Tom Owen - Local 310
Joseph Perkins - Local 692
Lou Riga - Local 70
Ed Shapiro - Local 208
Richard Sarmiento - Local 70
James Sainsbury - Local 222
Jery Vercesi - Local 468
John T. Williams - Local 208
Hugo Wagner - Local 533
Howard Yeager - Local 150
Clyde Crosby - I.B.T.

Clifford Beach - Local 886
Dan Feins - Attorney
Carl Burckel - Local 396
Vern Cameron - Local 222
Bob Chaney - Local 222
C. Anchondo - Local 941
E. F. DeCosta - Local 70
Joe Davis - Local 315
Allen Griggs - Local 492
A. J. Hardy - Local 439
Manny Joseph - Local 468
Pete Kurbatoff - Local 235
L. E. Olds - Local 690
Francis O'Riley - Local 439
W. B. Patton - Local 208
Robert Rampy - Local 53
Vern Sperling - Local 439
Don A. Warren - Local 190
Weldon Wirt - Local 224
Clyde Yandell - Local 224
Ralph Young - Local 190

4. The following committees were then named by the Chairman for the hearing of cases on the Joint Agenda:

O.T.R. (MAIN) COMMITTEE:

Joseph Diviny - Chairman
Harry Bath
Verne Milton
Gene Shepherd
Fred Hofmann
George King
Floyd Mendenhall

Ernie Hincer - Secretary

Manny Joseph - Sgt. at Arms

SUB-COMMITTEE ON LOCAL OPERATIONS:

Gerald Shearin - Chairman
Bernard Volkoff
George Rohrer
Art Trimble
Bud Greene
Clarence Lott
Herb Helmers

Joe Morrill - Secretary

Jack Crotty - Sgt. at Arms

CHANGE OF OPERATIONS COMMITTEE:

Bill Waggoner - Chairman
John LaNear
L. N. Case

Robert Rampy
Robert Shaw
Harry Kachadoorian

Allen Griggs - Secretary

Hugo Wagner - Sgt. at Arms

5. The following Powers of Attorney were approved by the Western Master Freight Division:

Exley Express, Inc. - P&D - OTR - Concurrence from Local Union 208 - 11-7-66 - Approved - WMFD - 12-6-66. Concurrence from Local Union 224 - 12-1-66. - Approved - WMFD - 12-8-66.

Garden City Transportation Co., Ltd. (Cartage Division) - Local Union 287 - P&D - Concurrence from Local Union 287 - 11-14-66 - Approved - WMFD - 12-6-66.

Thompson Truck Lines - OTR - Concurrence from Local Union 224 - 12-1-66 - Approved - WMFD - 12-8-66.

6. The following requests for Standard Contract participation were approved by the Western Master Freight Division, as of the dates shown and read into the record.

City Warehouse and Storage, Inc. and Local 357, Los Angeles - National Master - P&D - Approved - WMFD - 2-6-67.

F. Lopez and Local 208 - Los Angeles - National Master - P&D - Approved - WMFD - 1-19-67.

Frank E. Muntz Trucking and Local 208 - Los Angeles - National Master - P&D - Approved - WMFD - 12-6-66.

Pacific Air Freight, Inc. and Local 856 - San Francisco - National Master - Office - Approved - WMFD - 2-6-67.

Pacific Oxygen Company and Local 208 - Los Angeles - National Master - P&D - Approved - WMFD - 12-5-66.

Textile Paper Products and Local 490 - Visalia - National Master - OTR - Approved - WMFD - 12-30-66.

Standard Contract Participation - (Continued)

Thompson Bros. Freight Forwarding and Local 150 - Sacramento - National Master - OTR - P&D - Approved - WMFD - 2-6-67.

United Riggers and Erectors and Local 208 - Los Angeles - National Master - P&D - Approved - WMFD - 1-10-67.

7. APPROVED RIDERS:

JOINT COUNCIL NO. 23:

File: R-#542 - United-Buckingham Freight Lines and Local 45 - Great Falls. Rider to Western States Area Office Supplement. Approved - February 17, 1967.

File: R-#543 - United-Buckingham Freight Lines and Joint Council No. 23. Rider to Western States Area Office Employees Supplement. Approved Feb. 17/67.

File: R-#544 - Pacific Intermountain Express Company and Local 448 - Missoula. Rider to Montana Bulk Commodities Contract covering Bulk Commodities operations. Approved - February 17, 1967.

File: R-#545 - United-Buckingham Freight Lines and Joint Council No. 23. Rider to Automotive Shop and Truck Servicing Supplement. Approved - Feb. 17/67.

JOINT COUNCIL NO. 42:

File: R-#703 - City Warehouse & Storage, Inc. and Local Union 357 - Los Angeles. Rider to National Master Freight Agreement and Western States Area Pick-Up & Delivery Supplemental Agreement. Approved - February 17, 1967.

File: R-#704 - G & J Trucking Company and Local Union 208 - Los Angeles. Rider to National Master Freight Agreement and Western States Area Pick-Up & Delivery Supplemental Agreement. Approved - February 17, 1967.

JOINT COUNCIL NO. 28:

File: R-#565 - W.I.M. Fuels and Local Union 839 - Pasco. Rider to Washington and Northern Idaho Bulk Commodities Supplemental Agreement.

CORRECTION: -

In the November, 1966 Minutes, R-#166 - C. T. A. and Local 665 should be corrected to read: R-#16 (Maintenance of Standards #107) which is a previously approved Rider.

8. The Meeting Adjourned at 10:15 a.m., Monday, February 13, 1967.

UNION MINUTES
February 13, 1967

UNION MINUTES
February 13, 1967

Sir Francis Drake Hotel

Monterey Room - 11:00 a.m.

February 13, 1967

Meeting of Negotiating Committee and Union Representatives to discuss the coming Negotiations and presentation of demands of the 1967-1970 Eleven Western States Master Agreement and Supplements thereto.

George King took the chair to explain to the delegates present the format of Negotiations of the National Master Freight Agreement and Supplements as being presently negotiated by the International Union.

Also, the demands as proposed in the new Master Agreement were discussed.

It was moved by Harry Bath and seconded by Gene Shepherd "that the proposals submitted in Washington, D. C. at the National Level be submitted to the Employers in the Eleven Western States Area subject to such revision, modification and deletion as the Negotiating Committee may deem necessary." This motion carried unanimously.

The question of signing interim agreements or "Me Too's" for Non-Association Employers was raised, at which time George King explained that a Local Union should not refuse to meet but no agreement is to be reached until the National Negotiations have been concluded.

MINUTES OF MEETING

JOINT WESTERN AREA COMMITTEE

FEBRUARY 13, 14, 15, 16, & 17, 1967

SIR FRANCIS DRAKE HOTEL

SAN FRANCISCO - CALIFORNIA

The Joint Western Area Committee convened at 1:30 p.m., Monday, February 13, 1967, in the Monterey Room of the Sir Francis Drake Hotel in a joint session of the Full Committee of both Employer and Union Representatives.

Under the rotating Chairmanship rule of the committee, the Union named as Chairman of the Joint Committee, Mr. Joseph Diviny.

1. The Minutes of the previous meeting of the Joint Western Area Committee in the sessions of November 14, 15, 16, 17, & 18, 1966, were approved.
2. Discussion of cases filed with the Joint Western Area Committee after deadline date.
3. The February, 1967 Agenda was approved as revised.
4. The previously appointed committees remained the same.
5. The Full Committee Meeting adjourned at 3:15 p.m.

JWAC Minutes
February 13, 14, 15, 16, & 17,
1967

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CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # United-Buckingham Freight Lines
2-3-615

Change of Operations Locals involved: 81, Portland, Oregon
148, Wenatchee, Washington
690, Spokane, Washington

Clarification Local Union 81 is requesting a clarification and interpretation of Joint Western Case #2-3-615, Change of Operations, United-Buckingham Freight Lines vs. Locals 81, 148, and 690. (Date of case 2/19/63).

DECISION: (Change of Operations Committee - Transcript Page 77 - 2/15/67)
M/m/s/c/ that the way-freighting of "small amounts of freight" at Moses Lake is not in violation of the previous decision of this committee in Case #2-3-615 rendered February, 1963.

Case # Helphrey Motor Freight
2-5-1814

Change of Operation Local involved: 524, Yakima, Washington

Clarification Helphrey Motor Freight failed to follow correct Change of Operation procedure by not contacting Teamsters Local 524 in JWAC Case #2-5-1814. Signed stipulated case was not sent to JWAC until hearing was in progress and Local 524 had no chance to intervene.

DECISION: (Change of Operations Committee - Transcript Page 45 - 2/14/67)
M/m/s/c/ that the action of this committee in Case #2-5-1814 in February of 1965 was not intended to authorize dropping and picking at Yakima in such a manner as to interfere with the Company's bid operation between Yakima and Portland.

Case # Pacific Intermountain Express
5-5-1835

Change of Operations Locals involved: 81, Portland, Oregon
180, Los Angeles, California
468, Oakland, California

Clarification Local 468 and Pacific Intermountain Express are requesting a clarification regarding seniority on the Change of Operations that was granted to P.I.E. to move men in from other areas into the Oakland Board. P.I.E. hired new employees that were placed on the board during the Change of Operations, and both the Company and the Union are requesting that this matter be solved by the committee.

DECISION: (Change of Operations Committee - Transcript Page 175 - 2/16/67)
M/m/s/c/ that the terminal seniority date of all drivers transferring into the Oakland terminal in accordance with the approved Change of Operations in Case #5-5-1835, is August 1, 1965 for all bidding purposes including vacation periods; that Company seniority prevails for layoff purposes and all other fringe benefits.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # United-Buckingham Freight Lines
8-5-1967

Change of Operations Locals involved: 81, Portland, Oregon
148, Wenatchee, Washington
231, Bellingham, Washington
313, Tacoma, Washington
Clarification 524, Yakima, Washington

United-Buckingham requests an interpretation of seniority application as pertains to JWC Case #8-5-1967, August, 1965, Change of Operations.

DECISION: (Change of Operations - Transcript Page 68 - 2/15/67)
M/m/s/c/ that it be the decision of this committee in answering the question raised by the Company that the driver on two year layoff at Pasco, Mr. Bill Mann, is entitled to the presently existing opening on the Pasco-Boise run.

Case # Navajo Freight Lines
8-5-1972

Change of Operations Local involved: 961, Denver, Colorado

Request for clarification filed by the Company, involving Navajo Freight Lines and Local 961.

DECISION: (Change of Operations Committee - Transcript Page 15 - 2/14/67)
M/m/s/c/ that in response to a request for clarification of the action of the Change of Operations Committee in Case #8-5-1972, this committee has reviewed the transcript and is of the opinion that the approval of this committee in that case handed down August 12, 1965, constituted an approval of the Company's request to establish a new run from Denver to Oakland and not from Denver to other points. Questions involved in the grievances presently pending between the Company and the Union are not properly before this committee.

Case # O.N.C. Motor Freight System
8-6-2480

Change of Operations Locals involved: 81, Portland, Oregon
741, Seattle, Washington

O.N.C. Motor Freight System requests approval of a Change of Operation to establish a turnaround run which will run the triangle formed by the towns of Portland, Oregon and Seattle, Washington and Aberdeen, Washington and back to Portland.

DECISION: (Change of Operations - Transcript Page 27 - 2/14/67)
M/m/s/c/ that the request be approved as clarified.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
11-6-2612

Change of Operation Locals involved: 483, Boise, Idaho
741, Seattle, Washington
900, Pendleton, Oregon

The Company requests the right to:

- (1) Eliminate the assigned division runs between Seattle and La Grande.
- (2) Eliminate the assigned turnaround run between La Grande and Boise.
- (3) Freight normally moved on this operation will be routed through our Portland terminal for handling with any overflow being moved by other existing operations.

November, 1966 JWAC Action: Postponed.

DISPOSITION: Postponed.

Case # Consolidated Freightways
11-6-2613

Change of Operation Locals involved: 148, Wenatchee, Washington
690, Spokane, Washington
741, Seattle, Washington

The Company requests the right to:

- (1) Eliminate the assigned turnaround run between Seattle and Wenatchee.
- (2) Eliminate the assigned turnaround run between Spokane and Wenatchee and/or Moses Lake.
- (3) Eliminate the Spokane domicile portion of the Seattle-Spokane operation.
- (4) Change the Seattle-Spokane operation to function on the basis of two per day, five days a week with the drivers being domiciled in Seattle.
- (5) Permit the Seattle-Spokane operation to be run:
 - (a) Directly between Seattle and Spokane, or
 - (b) Between Seattle and Spokane via Moses Lake and/or Wenatchee and/or other intermediate points.
- (6) Freight over and above these two runs may be moved on either extra schedules or other existing operations.

November, 1966 JWAC Action: Postponed.

DISPOSITION: Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
11-6-2614

Change of Operations Locals involved: 81, Portland, Oregon
900, Pendleton, Oregon

The Company requests the right to:

- (1) Eliminate the present division assigned runs between Portland and La Grande.
- (2) Eliminate the present assigned turnaround runs between La Grande and Boise.
- (3) Establish a Portland-Boise division operation with the drivers domiciled in Portland. This is to be run on the basis of five days per week.

November, 1966 JWAC Action: Postponed.

DISPOSITION: Postponed.

Case # Carson Valley Freight
11-6-2617

Change of Operations Locals involved: 70, Oakland, California
150, Sacramento, California
533, Sparks, Nevada

Clarification CV-126-1538 - Union claims leadman pay for Bill Souza (difference between \$3.30 and \$3.68-1/2) from time he transferred from McLeod Trucking to Carson Valley Freight; also claims Company not paying heavy-duty pay to Bill Souza and Leonard Smith, and also for John Tschopp when performing such duty.

Union amends filing to difference of pay from \$3.35 to \$3.68-1/2 and not from \$3.30 for Souza.

JSC Motion: That this case be remanded to the JWAC Change of Operations Committee for clarification and decision.

Date of JSC action, December 28, 1966.

DECISION: (Change of Operations Committee - Transcript Page 98 - 2/15/67) M/m/s/c/ That the questions raised by Local 533 be answered as follows: (1) That the dovetailing of seniority of the former McLeod pick-up and delivery employees in Reno with the Carson Valley employees be ratified and confirmed; (2) That the other questions raised are not properly before this committee.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
2-7-2750

Change of Operations Locals involved: 150, Sacramento, California
468, Oakland, California
483, Boise, Idaho
533, Sparks, Nevada
983, Pocatello, Idaho

The Company requests the right to change the Reno -Over-The-Hill Run.

Eliminate the present relay operation and move the freight involved via our present sleeper operation. Those employees affected will be given the opportunity to transfer to San Leandro in accordance with the terms of the National Master Freight Agreement and Western States Area Over-The-Road Supplemental Agreement.

DISPOSITION: Postponed.

Case # Delta Lines
2-7-2751

Change of Operations Locals involved: 431, Fresno, California
468, Oakland, California

This change concerns a run operated from our Fresno terminal to our Emeryville terminal and return by driver Bill Hartsock.

The Company wishes to reverse the procedure and originate this schedule in the Bay Area, it would depart for Fresno sometime between 9:00 and 10:00 p.m. in the evening.

DECISION: (Change of Operations Committee - Transcript Page 83 - 2/15/67)
M/m/s/c/ that the Change of Operations requested in 2-7-2751 be denied.

Case # Miles and Sons Trucking Service
2-7-2752

Change of Operations Locals involved: 287, San Jose, California
386, Modesto, California
439, Stockton, California

Miles & Sons Trucking Service is partially closing its Cement Terminal in Lockeford, California. We are moving two units to Kettleman City area on November 19, 1966. On approximately the 15th of December, 1966, we will be moving the remainder of the units to our other Cement Terminals in Merced and Mountain View, California, with exception of two units that will remain in the Lockeford area.

The employees will be offered by seniority the opportunity of voluntarily moving with the equipment. They will be placed at the bottom of the seniority board for work opportunity at the terminals to which they transfer.

DECISION: (Change of Operations Committee - Transcript Page 111 - 2/15/67)
M/m/s/c/ that the Change of Operations requested in 2-7-2752 be approved as clarified on the record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Motor Freight System
2-7-2753

Change of Operations Locals involved: 224, Los Angeles, California
542, San Diego, California
898, El Centro, California

Company's Proposed New Operation:

- (1) There will be no change in the 5 turn runs from San Diego to Los Angeles and return.
- (2) The San Diego to Calexico turn run will be eliminated and the driver presently on this run will be given one of the San Diego to Los Angeles turn runs which is being vacated December 31, 1966 by the retirement of a San Diego driver.
- (3) There will be no change in the Calexico to Los Angeles turn run.
- (4) Establish effective January 1, 1967, one layover run Los Angeles to Calexico via San Diego, with the driver taking his rest at Calexico and returning to Los Angeles via Indio or San Diego. This run shall include drops and picks of trailers/ and/or way freight at intermediate terminals and will run on an if and when basis. The Los Angeles driver taking his rest at Calexico may be dispatched back to Los Angeles ahead of the Calexico turn driver, so long as the Calexico driver is protected in the dispatch day.

DECISION: (Change of Operations Committee - Transcript Page 2 - 2/14/67)
M/m/s/c/ that the Change of Operations in this case be approved as clarified on the record.

Case # Pacific Motor Trucking Company
2-7-2754

Change of Operations Locals involved: 104, Phoenix, Arizona
224, Los Angeles, California
310, Tucson, Arizona
941, El Paso, Texas

It is the Company's request that it be permitted to utilize the services of a Tucson domiciled driver to run Tucson-Phoenix and return to Tucson in lieu of a Phoenix domiciled driver. There will be a maximum of one schedule per day that will be handled in the manner outlined herein with a Tucson domiciled driver.

The Company also requests approval to operate Phoenix-El Paso via Miami-Globe with 'straight loads' destined for El Paso when available utilizing the services of Phoenix domiciled drivers.

NOTE: The Tucson driver will bring the El Paso freight arriving in Tucson to Phoenix, where he will pick up the load brought in from Los Angeles by the arriving Los Angeles driver, and return this load back to Tucson.

DISPOSITION: Withdrawn without prejudice.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Pierce Freight Lines - Division Valley Motor Lines, Inc.
2-7-2755

Change of Operations Local involved: 81, Portland, Oregon

Company proposes to eliminate the Portland-Roseburg turn as bid runs as such, and to operate those schedules on an extra board basis and also to serve Roseburg via its Medford and other schedules. The effected drivers to revert to the Portland extra board.

DISPOSITION: Withdrawn.

Case # Watson-Wilson Transportation System, Inc.
2-7-2756

Change of Operations Locals involved: 208, Los Angeles, California
224, Los Angeles, California
357, Los Angeles, California

Watson-Wilson Transportation System, Inc., has a wholly owned subsidiary known as Star Forwarders, Inc. This has been largely a piggy-back and boxcar operation with no over-the-road transportation.

We propose to move all domestic operations into Watson-Wilson Transportation System, Inc.'s terminal at Los Angeles which will permit Star Forwarders, Inc. to purchase their transportation from the truck operations.

Star Forwarders, Inc.'s operations handling export and import business requiring boxcar or oceanic container operations for through service and ocean billing will continue to operate as a separate division at Los Angeles.

DECISION: (Change of Operations Committee - Transcript Page 5 - 2/14/67)
M/m/s/c/ that the operational change be approved as clarified on the record and that the seniority application shall be as follows: The Star Forwarding employees, members of Local 208 and members of Local 357 who are presently working at Star Forwarding, shall be dovetailed by chronological order of their Star Forwarding seniority dates into the Watson-Wilson Yellow Transit applicable seniority lists of the respective Unions; and those employees who are presently on layoff status at Star Forwarding shall have seniority rights in accordance with their Star Forwarding seniority dates for recall to work at Watson-Wilson Yellow Transit terminal in their respective chronological order as work becomes available, and when recalled shall be dovetailed in their chronological order into the Watson-Wilson Yellow Transit applicable seniority lists of the Local Unions involved. This change shall be effective immediately.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Western Gillette, Inc.
2-7-2757

Change of Operations Locals involved: 104, Phoenix, Arizona
224, Los Angeles, California
467, San Bernardino, California
468, Oakland, California
492, Albuquerque, New Mexico
577, Amarillo, Texas
745, Dallas, Texas
823, Joplin, Missouri
941, El Paso, Texas

PROPOSED NEW OPERATION BETWEEN MIAMI, OKLAHOMA
AND PHOENIX, ARIZONA.

The relay operation between Miami, Oklahoma and Phoenix, Arizona, over U.S. Highway 66 and Interstate 40 will consist of traffic moved by the Company between Miami, Oklahoma and terminals east of that point and north and south, including intermediate points.

The Company proposes to set up a relay operation that will operate on the one hand from Miami, Oklahoma to Groom, Texas.

As discussed at the meeting in Tucson, January 10, 1967, Western Gillette, Inc. would propose to establish a schedule over Interstate 10 and 15, and Highway 66 between Los Angeles and Barstow, California. This run would meet a schedule out of Kingman on a turnaround basis, at Barstow, California.

DISPOSITION: Postponed.

Case # Burlington Truck Lines, Inc.
2-7-2887

Change of Operations Locals involved: 307, Casper, Wyoming

PROPOSED METHOD OF OPERATIONS:

Freight moving from Omaha to Casper will be routed from Omaha to Denver, thence from Denver to Casper. Redomicile driver E. L. Fay from Scottsbluff to Casper with full seniority based on date of hire at Casper, as driver E. L. Fay was redomiciled from Casper to Scottsbluff under approved Change of Operations, Joint Western Committee, Case #11-5-2069, of 11-9-65.

DECISION: (Change of Operations Committee - Transcript Page 32 - 2/14/67)
M/m/s/c/ that the operational change be approved and that the driver from Scottsbluff be returned to Casper with full seniority for all purposes except work selection until the next annual bid time at which time he shall be entitled to exercise his full seniority for all purposes.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Navajo Freightlines, Inc.
2-7-2888

Change of Operations Locals involved: 492, Albuquerque, New Mexico
577, Amarillo, Texas

The Company proposes to discontinue five of the Albuquerque to Amarillo bid runs and establish them in Amarillo effective as expeditiously as possible.

DISPOSITION: (Change of Operations Committee - Transcript Page 31 - 2/14/67)
Withdrawn without prejudice.

Case # United-Buckingham Freight Lines
2-7-2889

Change of Operations Locals involved: 81, Portland, Oregon
741, Seattle, Washington

United-Buckingham Freight System requests approval of a Change of Operation to establish a turnaround run which will run the triangle formed by the towns of Portland, Oregon, Seattle, Washington, and Hoquiam, Washington

The run will be operated either out of Portland or Seattle and will be run in either direction from the origin terminal.

DECISION: (Change of Operations Committee - Transcript Page 29 - 2/14/67)
M/m/s/c/ that the change be approved as clarified on the record for a trial period until the May, JWAC meeting; this committee to retain jurisdiction.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
2-7-2924

Change of Operations Local involved: 307, Casper, Wyoming

This is to advise you that Consolidated Freightways is in the process of selling its intrastate general commodities authority in the State of Wyoming to Salt Creek Freightways. The buyer is aware of the contractual provisions of Article I, Section 3 of the National Master Freight Agreement and the requirements of the Article have been incorporated into the sales contract.

Upon approval by the Wyoming Public Service Commission, this sale will result in Consolidated Freightways eliminating its Wyoming intrastate general commodity operation as well as the curtailing of a portion of our interstate traffic now being handled by our Wyoming terminals.

Our present terminals of Rock Springs and Rawlins will be closed and our Cheyenne and Casper terminals will be effected as a result of this tonnage elimination and curtailment. The respective intrastate road operation will also be discontinued.

We will contact you shortly and arrange a meeting to discuss the details of this project. Because of the time factor involved, a copy of this letter is being sent to the Western Conference of Teamsters with the request that they place this matter on the February, 1967 Agenda of the Joint Western Area Committee.

DECISION: (Change of Operations Committee - Transcript Page 37 - 2/14/67)
M/m/s/c/ That the operational change be approved as requested and clarified on the record, to be effective at such time as the Wyoming Public Service Commission approves the sales; that the seniority provision applicable to the employees who will be on layoff at Rock Springs is in accordance with Article 5, Section 6 (c) of the Agreement.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-6-2508 Pacific Intermountain Express

P & D It is the Union's position that the short line men are not entitled to
Dispute perform any work at all on the dock on either Saturday or Sunday
until all other employees on the seniority list have received seven
full days. Since Masich is senior to Liddell, he should have been
entitled to the Sunday dock work at double time.

DISPOSITION: Withdrawn.

Case # Local 287, San Jose, California, and
8-6-2540 Universal Transport System

Cement Case #C-56-11: - Driver Joseph Fonseca worked hauling aggregates
Dispute from Centerville area, Alameda County, to Pacific Ready Mix Co.,
Mountain View plant. he was paid \$3.15 per hour line, straight
time hourly rate in place of \$4.14 per hour, bunker to bunker rate
as per Appendix 'A' of the current Ready Mix Bldg. Materials Contract.

(Cases #C-56-12-13-14 were similar claims)

STIPULATED DECISION: (Main Committee - Transcript Page 397 - 2/16/67)

It is agreed that when he hauls aggregates from any place outside of the jurisdiction
of Local 287, he can haul at the turnaround rate plus time and a half after eight
hours. If he hauls aggregates within the jurisdiction of our Local, he still pays the
building materials rate, with time and a half for hours in excess of eight.

Case # Local 980, Santa Rosa, California, and
8-6-2559 Willig Freight Lines

Joint Willig drivers spot vans at Fluor Company for loading by Fluor
Council 7 employees. Local 980 Willig drivers must do the loading or stand-by
Dispute if Fluor employees do the loading.

(Cases #8-6-2559 and #11-6-2735 were heard together)

DECISION: (Main Committee - Transcript Page 524 - 2/17/67)

M/m/s/c/ that by past practices the records show that the full loads consigned by
Fluor to have been loaded shipper's load and count. Past practices will prevail in
this, but shipments less than truckload lots will be loaded and unloaded by members
of 980.

Case # Local 70, Oakland, California, and
8-6-2585 Navajo Freight Lines

Joint Union Position: Man should be paid a day's pay when Company refused
Council 7 to use him after dispatch from Hiring Hall as casual.
Dispute

Employer Position: Man was used on prior date. Company sent letter
to hall requesting that he not be dispatched again, therefore he was
refused when the hall dispatched him on a subsequent date.

DECISION: (Main Committee - Transcript Page 42 - 2/14/67)

M/m/s/c/ that the man be paid the four hour showup time based on Article 52, Section 6.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
11-6-2626 Burlington Truck Lines

P & D Oliver C. Turner states: On June 8, 1966, at 11:00 a.m., I was
Dispute notified not to report to work. At 7:30 p.m. I was called into work
to report at 8:00 p.m. My regular bid job is from 1:30 p.m. to
10:00 p.m., Monday thru Friday. The trailer that I worked that
night came into Denver at 1:30 p.m., 6/8/66, the time I go to work.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
11-6-2629 Helphrey Motor Freight

P & D Local 81 is in dispute with Helphrey Motor Freight with their
Dispute formula of paying over-time to casual employees.
The Union contends the 15 cent per hour casual premium used to
be added to the regular rate of pay and that the resulting amount
becomes the regular rate for casuals and that the proper over-time
rate is one and one-half times that figure.

November, 1966 JWAC Action: (Committee for Local Operations) -
M/m/s/and Deadlocked that the claim of the Union be allowed.

Note: The Main Committee held jurisdiction of this case until
the next JWAC Meeting.

DECISION: (Main Committee - Transcript Page 535 - 2/17/67)
M/m/s/and Deadlocked that in Case #11-6-2629 the Union's position be upheld.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

Case # Local 208, Los Angeles, California, and
11-6-2632 Aetna Freight Lines

P & D On 7-15-66, Aetna Freight Lines had Norman Young, a driver on
Dispute layoff due to lack of work. The Company used a non-unit driver by
the name of Wade Hyde to deliver a load on that day. I am claiming
a day's pay for July 15th, at \$3.59 per hour - 8 hours at \$3.59 -
Total claim \$28.72.

November, 1966 JWAC Action: (Committee for Local Operations) -
M/m/s/ & Deadlocked that the claim of the Union be upheld.

Note: The Main Committee held jurisdiction of this case until
the next JWAC Meeting.

DECISION: (Main Committee - Transcript Page 535 - 2/17/67)
M/m/s/c/ that the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2635 Crescent Truck Lines

P & D On 8-5-66 the Company used an employee who is not a member of
Dispute Local 208 to go and unload a load of cookies at El Cajon. The
employee's name is Dale Atherton. We claim 1-1/2 hours at
1-1/2 times his rate; a total of \$8.07.

DISPOSITION: Postponed.

Case # Local 208, Los Angeles, California, and
11-6-2642 Western Transportation Company

P & D On Saturday 7-30-66, West Transco, a house account of Western
Dispute Transportation, worked R. Wells instead of calling in Roy Serrato,
who is a senior man to Wells. Therefore, he is claiming 8 hours
at one and one-half times at \$3.59 per hour, or 8 hours @ \$5.39 -
Total claim \$43.12.

November, 1966 JWAC Action: (Committee for Local Operations -
Transcript Page 58 - 11/15/66) M/m/s/& Deadlocked that the
position of the Union be upheld.

Note: When the report of the Committee for Local Operations was
presented to the Main Committee, a request was made to Postpone
this case until the February, 1967 JWAC Meeting.

(This case was also combined and heard with Case #11-6-2643)

DECISION: (Main Committee - Transcript Page 536 - 2/17/67)
M/m/s/c/ that the man who has the greater house account seniority is entitled to
the premium day's work.

Case # Local 208, Los Angeles, California, and
11-6-2643 Western Transportation Company

P & D On Friday, 7-22-66, Western Transportation laid Samuel Allender
Dispute off and brought in Wilbur Wilson, junior man on a West Transco
account. He claims 8 hours pay at \$3.46-1/2 per hour. For the
8 hours - Total claim \$27.72.

November, 1966 JWAC Action: (Committee for Local Operations -
Transcript Page 58 - 11/15/66) M/m/s/& Deadlocked that the
position of the Union be upheld.

Note: When the report of the Committee for Local Operations was
presented to the Main Committee, a request was made to Postpone
this case until the February, 1967 JWAC Meeting.

(This case was also combined and heard with Case #11-6-2642)

DECISION: The same decision applies as in Case #11-6-2642.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Fast Freight, and
11-6-2648 Local 741, Seattle, Washington

Master The Company wishes to protest the action taken by Teamsters
Dispute Local 741 by means of their letter dated June 27, 1966 addressed
to Robert R. Congdon and other employees of O.N.C. regarding
lead men.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
11-6-2650 California Motor Express

Joint Union Position: If the Company uses a heavy duty driver from
Council 7 the Hiring Hall, then either -
Dispute (1) The senior bobtail driver who is qualified for HD should
be given the HD work (the hall man getting the bobtail work) - Or
(2) The senior bobtail driver who is qualified for HD can be left
on the bobtail job but must be paid the heavy duty rate of pay.

DISPOSITION: Withdrawn.

Case # Local 70, Oakland, California, and
11-6-2658 Transcon Lines

Joint On weekends (Saturday & Sunday) Company refuses to put hostler
Council 7 on duty to hostile line equipment. Union requests day's pay for
Dispute each shift that this was done and for the Company to put local people
on this job in the future. Pay to be for man on a wheel basis as
Interpre- practice.
tation

DISPOSITION: Postponed.

Case # Local 70, Oakland, California, and
11-6-2659 Wells Cargo

Joint Union requests pay for Local 70 men when Reno based driver make
Council 7 up and break up their equipment and fuel their tractors in the
Dispute Berkeley yard.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
11-6-2689 Milne Truck Lines

O-T-R Local 224 on behalf of Harold Andrews is asking the difference in
Dispute pay between a Las Vegas and a Phoenix trip through mis-dispatch
in the amount of \$24.02 - (8-9-66).

DISPOSITION: Settled and Withdrawn.

Case # Local 839, Pasco, Washington, and
11-6-2707 Consolidated Freightways Bulk

Tanker Maintenance of Standards in regards to having a mechanical cooling
Dispute system or an air conditioning in all sleeper cabs 1964 or newer,
as in old agreement.

DISPOSITION: Postponed.

Case # Local 980, Santa Rosa, California, and
11-6-2711 Willig Freight Lines

Joint Union claims a day's pay for Larry Wilson, Harvey Griggs, and
Council 7 Bill Christian when on three different occasions the Company
Dispute spotted boxes at Morgan Wood Casket Company. The Union claims
a driver should be left in attendance.

DISPOSITION: Withdrawn.

Case # Local 70, Oakland, California, and
11-6-2725 Navajo Freight Lines

Joint On September 15, 1966, a Navajo sleeper team came to Oakland,
Council 7 dropped trailer. They bobtailed to South San Francisco, picked
Dispute up an empty reefer, and returned to the Oakland yard to fuel. They
then proceeded to Modesto.
Claim a day's pay for man on layoff or man out of Hiring Hall.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
11-6-2731 Pacific Intermountain Express

O-T-R Pay claim for Hilburn and Algire. Union claiming 15-1/2 hours
Dispute runaround at Chicago because a Chicago team was dispatched to
Oakland with a load before the Oakland team.

DECISION: (Main Committee - Transcript Page 140 - 2/14/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 556, Walla Walla, Washington, and
11-6-2732 Garrett Freight Lines

O-T-R On October 1, 1966, a Garrett sleeper from Pocatello dropped two
Dispute trailers at Walla Walla; picked up two empty trailers to Wallula
(Boise Cascade Paper Mill) where they picked up two trailers loaded
for Seattle loaded with K. D. 's . Arrived 2130 on 10/1/66 in
Seattle. Request pay in the amount of a Yakima turn.

DECISION: (Main Committee - Transcript Page 239 - 2/15/67)
M/m/s/c/ that based on the facts of this case the claim of the Union be allowed.

Case # Local 741, Seattle, Washington, and
11-6-2733 Pacific Intermountain Express

O-T-R On 9-9-66, a Chicago based sleeper team was dispatched out of
Dispute Seattle via Denver, Colorado with the final destination of load being
Wichita, Kansas. It is the position of Local 741 that this is an
improper dispatch and Mattson and Smalley, a Seattle team, should
be compensated the proper amount for being runaround by this team.

DISPOSITION: (Change of Operations Transcript - Page 197 - 2/16/67)
Withdrawn.

Case # Local 980, Santa Rosa, California, and
11-6-2735 Willig Freight Lines

Joint Vans are dropped and Fluor employees are loading rather than men
Council 7 working under the Agreement. Union requests day's pay for Larry
Dispute Foster and that local freight men stay with vans while they are being
loaded and/or unloaded.

DECISION: The same decision applies as in Case #8-6-2559.

Case # Local 17, Denver, Colorado, and
2--7-2758 Goldstein Transportation

P & D Lee Gonzales states: Failed to ask me to go to work Saturday and
Dispute worked somebody else with less seniority. On 24th day of September.,
on one day - October, 1966.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2759 Santa Fe Trail Transportation Company

P & D Robert L. Hall states: On October 21, 1966, there was an eight
Dispute o'clock man used on a ten thirty job also this person has a regular
eight o'clock shift bid job. My complaint is that no one from the
12:30 shift was called in to fill the 10:30 job that was open.

DECISION: (Committee for Local Operations - Transcript Page 123 - 2/15/67)
M/m/s/c/ that the Union's claim be denied.

Case # Local 17, Denver, Colorado, and
2-7-2760 United-Buckingham Transportation Co.

P & D James S. Swartout states: On October 8, 1966, Saturday, an
Dispute over-time day, the Company used 3 casuals. I am seniority man
and was not called to work. I was available.

DECISION: (Committee for Local Operations - Transcript Page 2 - 2/14/67)
M/m/s/c/ that because of the verbiage on the premium day bid list the claims be
allowed. Also, the premium day list should have a removal time stated and verbiage
to the effect that anyone failing to sign will not have any call rights.

(Cases #2-7-2760, #2-7-2761 and #2-7-2763 were heard together -
(Same decision applies)

Case # Local 17, Denver, Colorado, and
2-7-2761 United-Buckingham

P & D Alfred G. Chicoine states: On October 8/66, the Company called in
Dispute three casuals instead of calling in seniority men.

DECISION: The decision in Case #2-7-2760 applies.

Case # Local 17, Denver, Colorado, and
2-7-2762 United-Buckingham

P & D Kenneth W. Shumate states: I had my wife call in sick on October
Dispute 20, 1966 as I was ill on that day. When she called the Company
they demanded that I go get a doctor's slip to return to work. I am
asking 2 hours pay as I had to get up and go to the doctor.

DECISION: (Committee for Local Operations - Transcript Page 14 - 2/14/67)
M/m/s/c/ that based on the facts presented in this case, the claim of the Union be
denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2763 United-Buckingham

P & D Paul Diltz states: On October 8, 1966, Saturday, an over-time day,
Dispute Company called in casuals and I was available for the work.

DECISION: The decision in Case #2-7-2760 applies.

Case # Local 57, Eugene, Oregon, and
2-7-2764 McCracken Brothers

P & D Local 57 is requesting one day's pay for Loris Everton who was
Dispute not worked on Saturday, September 17, 1966, and a junior employee
was worked.

DECISION: (Committee for Local Operations - Transcript Page 283 - 2/16/67)
M/m/s/c/ that the claim of the Union be allowed.

Case # Local 81, Portland, Oregon, and
2-7-2765 McCracken Brothers

P & D On October 10/66, Kirk McCracken, Terminal Manager sent all but
Dispute one regular employee home. McCracken physically performed
work covered by the bargaining unit, thereby depriving a seniority
man loss of over-time.

DECISION: (Committee for Local Operations - Transcript Page 288 - 2/16/67)
M/m/s/c/ that the senior qualified man from the 10:30 shift who was sent home be
paid one and a half hours at time and a half.

Case # Local 81, Portland, Oregon, and
2-7-2766 McCracken Brothers

P & D Employees Yackley and Zimmerman have 10:30 a.m. bid starting
Dispute times. Employee Zimmerman is junior in seniority to Yackley
and was called to work at 9:30 a.m. on November 30, 1966.
Yackley who by his seniority should have been put to work instead
of junior employee Zimmerman.

DECISION: (Committee for Local Operations - Transcript Page 293 - 2/16/67)
M/m/s/c/ that the claim of the Union be allowed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-7-2767 O.N.C. Fast Freight

P & D The Union's position is that premium days (Saturday) is allocated
Dispute to employees by their seniority. Union further contends that
because the Company designates an employee as a leadman does
not give that employee any super seniority with respect to premium
days worked.

DECISION: (Committee for Local Operations - Transcript Page 130 - 2/15/67)
M/m/s/and Deadlocked that the position of the Union be upheld.

Note: See Main Committee for final disposition.

DECISION: (Main Committee - Transcript Page 130 - 2/17/67)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 208, Los Angeles, California, and
2-7-2768 California Motor Express

P & D We are protesting the use of casuals, since date of November 1, 1966,
Dispute who have been used to replace fourteen persons laid off at California
Motor Express, Ltd. The names of the persons laid off, together
with the names of the persons working as casuals, will be presented
at the time of hearing of this case.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
2-7-2769 Citizens Warehouse Trucking Company

P & D Seniority violation - Total hours - 20-1/2 at time and one-half,
Dispute for a total claim of \$110.39.

DECISION: (Committee for Local Operations - Transcript Page 269 - 2/16/67)
M/m/s/c/ that there is no starting time violation in this case since the man starting
earlier was used on a short-line run. The claim for hours on 10-15-66 is allowed
at time and a half. The balance of the claim is denied.

Case # Local 208, Los Angeles, California, and
2-7-2770 City Transfer, Inc.

P & D Cases #8579 - (Alexandre) - #8580 - (Alexander Fink) - #8581 -
Dispute Wm. Campbell) - and #8582 - (Brose Leach). The Company is
starting junior people ahead of the senior people.

The above cases were heard together.

DECISION: (Committee for Local Operations - Transcript Page 243 - 2/16/67)
M/m/s/c/ that based on the rider agreement between the parties and our understanding
of its application, the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2771 City Transfer, Inc.

P & D Cases #8199 - 8200 - and 8202 heard together. Union claims the
Dispute Company is working men out of their seniority.

DECISION: The decision in Case #2-7-2770 applies.

Case # Local 208, Los Angeles, California, and
2-7-2772 Commercial Transfer

P & D This member was put on layoff February 22, 1965 and since this
Dispute time the Company has hired at least two other drivers without
giving this member the proper chance of coming back to work.
This claim is for all days he did not work and junior people did
work in his place. Total of this claim, \$5,987.52.

DECISION: (Committee for Local Operations - Transcript Page 255 - 2/16/67)

M/m/s/and Deadlocked that because of the acknowledgment of the Company that
they did not send a letter of recall to laid off employee Perez that the claim of the
Union be paid.

Note: See Main Committee for final disposition.

DECISION: (Main Committee - Transcript Page 534 - 2/17/67)

M/m/s/c/ that the man be returned to work next Monday in his proper seniority
position and no back pay.

Case # Local 208, Los Angeles, California, and
2-7-2773 Consolidated Freightways

P & D This claim is for using a junior man to Golden before calling him
Dispute in, and violating his seniority.

DECISION: (Committee for Local Operations - Transcript Page 298 - 2/17/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
2-7-2774 Delta Lines

P & D Cases #8212 & #8213: - Local 208 claims loading time from date
Dispute of October 5/66, for each day that Company continues to use a
4-hour casual for purposes inconsistent with stipulations of the
Freight Agreement as defined in Article 48, Section 5.

DECISION: (Committee for Local Operations - Transcript Page 166 - 2/15/67)
M/m/s/c/ that the claim of the employees set forth in Case #2-7-2774 be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2775 Exley Express

P & D This member has a seniority date of 9/28/64, and is a bobtail driver.
Dispute He has driven tractors with trailers in the yard, and yard hostler.
The Company has refused to give this member a chance to qualify.
This member is now put off on layoff and has seniority over five
or six men.
The position of the Union is that this Company give this member a
chance to qualify and if not, that he be given a chance at some
other yard for a fair chance to qualify.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
2-7-2776 Exley Express, Inc.

P & D WHEREAS, on the date of August 19, 1966 after their tour of duty,
Dispute ten employees were compelled to wait for the period of time indicated,
in order to receive their paycheck. For, and on behalf of each
such employee, the Local Union claims premium pay for all such
time involved.

DECISION: (Committee for Local Operations - Transcript Page 337 - 2/17/67)
M/m/s/and Deadlocked that based on the facts presented in this case, the claim of
the Union be denied.

Note: See Main Committee for final disposition.

DECISION: (Main Committee - Transcript Page 534 - 2/17/67)
M/m/s/c/ that based on the weather beyond the Company's control, the claim
be denied.

Case # Local 208, Los Angeles, California, and
2-7-2777 Griley Security Freight Lines

P & D Local 208, on behalf of Coleman Hutton, and other senior drivers
Dispute personnel, protests Company's method of cancelling out work
opportunity which was historically performed by Griley drivers.

DECISION: (Committee for Local Operations - Transcript Page 44 - 2/14/67)
M/m/s/c/ that as per the National Grievance Committee letter dated November 9, 1965,
directed to All Local Unions and Employers Party to the National Master Freight
Agreement in regard to Article 32, Sub-Contracting, of the Contract, we hereby
refer Case #2-7-2777 and the transcript to that committee.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2778 Milne Truck Lines

P & D Local 208 on behalf of Fred Russell, claims entitlement to 8 hours
Dispute pay for November 2, 1966 when he reported for work a half hour late, and was disallowed the opportunity to clock in.

DECISION: (Committee for Local Operations - Transcript Page 80 - 2/14/67)
M/m/s/c/ due to the facts presented in this case, the employee, Fred Russell, be paid four hours for November 2, 1966.

Case # Local 208, Los Angeles, California, and
2-7-2779 Milne Truck Lines, Inc.

P & D Local 208, on behalf of Harrison Downey, Jr. claims the equivalent
Dispute of four hour earnings accorded casuals on the dates of October 20, 21, 24, and 25, 1966, due to the fact that Downey requested that the Company allow him to perform the work in preference to the four hour casuals who were hired for the purpose of depriving regular employees, such as Downey, of work opportunities.

DECISION: (Committee for Local Operations - Transcript Page 87 - 2/14/67)
M/m/s/c/ that based on the facts presented in these cases, #2-7-2779 and #2-7-2780, the claims of the Union be denied.
(Cases #2-7-2779 and #2-7-2780 were heard together and the same decision applies (to both cases)

Cases # Local 208, Los Angeles, California, and
2-7-2780 Milne Truck Lines

P & D Cases #8226 and #8227: - Local 208 claims two hours unloading
Dispute time for each and every day Company continued to employ 4 hour casuals for purpose of breaking out said drivers truck in order to deprive such regular employees of overtime.

DECISION: The decision in Case #2-7-2779 applies.

Case # Local 208, Los Angeles, California, and
2-7-2781 Panda Terminals

Discharge The Local Union contends that on Friday, December 2, 1966, Panda Terminals refused to put Lou Jenkins back to work. Also, on December 6, 1966, the Company again refused to return Lou Jenkins back to work. We claim one day's pay at \$3.465 per hour, for the eight hours, totaling \$27.72 per day, for all days that the Company refuses to put Lou Jenkins back to work.

DECISION: (Committee for Local Operations - Transcript Page 329 - 2/17/67)
M/m/s/and Deadlocked that Lou Jenkins be returned to work and that the back pay claim to December 2nd, 1966 be allowed.

Note: See Main Committee for final disposition.

DECISION: (Main Committee - Transcript Page 534 - 2/17/67)
M/m/s/c/ that the case be referred back to the Company and Local Union for possible settlement. If they can't settle it, bring it back. We will retain jurisdiction.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2782 Santa Fe Trail Transportation

P & D The Union claims that on Saturday, October 1, 1966, the Company
Dispute worked Paul Schrey, a junior man instead of calling the senior
man, John McDaniel. We claim 12 hours at time and one-half
at \$3.59 per hour and time and one-half at \$5.39 an hour for the
12 hours, total \$64.68.

DECISION: (Committee for Local Operations - Transcript Page 117 - 2/15/67)
M/m/s/c/ that McDaniel be paid the actual hours worked by the junior man.

Case # Local 208, Los Angeles, California, and
2-7-2783 Smith Transportation

P & D Evan Jones having an established 7:00 a.m. bidded position
Dispute (Harbor), and, whereas, during the period from the inception of
this bid, the employer having maintained a consistent and repeated
practice of relieving Jones prior to the completion of his duties,
related to this bid.
For and on behalf of Jones, the Local Union requests that the
employer be directed to refrain from the above stated practice.
The Local Union further requests that Jones be compensated in
the amount he would have earned had he been correctly worked
during the period set forth herein.

DECISION: (Committee for Local Operations - Transcript Page 199 - 2/15/67)
M/m/s/c/ that this committee retain jurisdiction over this case and that the Union
and Company check the records and present to this committee at its next session
the starting and quitting times of Stemporosky and Jones on those days when
Stemporosky relieved Jones at the harbor.

Case # Local 208, Los Angeles, California, and
2-7-2784 Union Pacific Motor Freight

P & D On Friday, November 11, 1966, at 3:05 p.m., Jameson was in the
Dispute yard at the same time as Richard McLaughlin. Both filled out
their paper work and handed it in at the same time. The dispatcher
Johnson then dispatched McLaughlin, a junior man in seniority to
Jameson, out to Wen Mac Company in West Los Angeles and held
Jameson in the yard until 4:00 p.m. and then sent him home which
is the end of the 8 hour shift.

DECISION: (Committee for Local Operations - Transcript Page 172 - 2/15/67)
M/m/s/c/ based on the record in this case, the claim be allowed and that the drivers
are to sign in and sign out as instructed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 208, Los Angeles, California, and
2-7-2785 Union Pacific Motor Freight

P & D Local 208 states there was an improper dispatch on November
Dispute 28, 1966.

DECISION: (Committee for Local Operations - Transcript Page 183 - 2/15/67)
M/m/s/c/ that based on the facts presented in this case, the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
2-7-2786 Union Pacific Motor Freight

P & D On Tuesday, November 29, 1966, at 2:57 p.m., I was told to punch
Dispute out. I asked dispatcher, Warren Johnson if there was anything
else and he said no. There was a lease driver hooking up to a van.
At 3:09 a lease driver (Warren), Truck #P5, walked into the office
to get his bills. At this time, I went to the phone and called Local 208.
The dispatcher heard this so he told the lease driver to drop the van
and give it to M. Cabello, one of our drivers who is junior to me.
He punched out at 6:00 p.m. I was deprived of this overtime deliberately.
This claim is for a total of three hours over-time, for a total
claim of \$16.17.

DECISION: (Committee for Local Operations - Transcript Page 190 - 2/15/67)
M/m/s/c/ that the Union claim be denied.

Case # Local 208, Los Angeles, California, and
2-7-2787 Western Gillette

P & D The Company is abolishing Run #130-4 with a starting time of
Dispute 9:30 a.m. The man that bid the run is on vacation. The position
of Local 208 is that if there is work being performed, it should
not be abolished.

DECISION: (Committee for Local Operations - Transcript Page 140 - 2/15/67)
M/m/s/c/ that the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2788 Western Gillette

P & D The Company claims the original effective date of the annual bids
Dispute are in January. The Union claims the last two years the bid was in March, and therefore the bid time should remain as March of each year.
The runs that are bid are by area bids and three and four men will be bid into the same area. The Company claims they will not have regular stops and only by a call-in basis.
The Union claims each man is to have a bid run and regular stops on his run. Any stop that is three or four times per week, or five times per week is a regular and not to be given out to whichever driver the Company chooses. Also, on the bid sheet is "AS DIRECTED" which means the drivers would all be shag men with no runs or positions.

DECISION: (Committee for Local Operations - Transcript Page 145 - 2/15/67)
M/m/s/c/ that the annual bid date shall be effective in January of each year, unless mutually agreed otherwise. And, further, the Company shall bid by area and boundary as in the past, but they are not required to maintain regular stops in the bids.

Case # Local 208, Los Angeles, California, and
2-7-2789 Western Gillette

P & D This grievance is filed in regards to this member's Company
Dispute seniority for vacation time. He was hired as of 2/11/47 and worked under Local 495. On 7/20/65, he transferred to Western Gillette, Local 208. Before transferring, he was told by both Local Unions he would not lose Company seniority for the purpose of vacation time, now the Company claims he is a new hire.

DECISION: (Committee for Local Operations - Transcript Page 346 - 2/17/67)
M/m/s/c/ that the man's seniority date for vacation purposes is 2-11-47, and it shall become effective for vacation due 2-11-67.

Case # Local 208, Los Angeles, California, and
2-7-2790 Western Gillette

P & D There is a protest of the new drivers work sheet in the line of
Dispute coffee breaks and lunch time designated on this sheet.

DECISION: (Committee for Local Operations - Transcript Page 155 - 2/15/67)
M/m/s/c/ that the Union protest be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2791 Western Gillette

P & D On 12/14/66, Rocco hurt his thumb in the late evening. On 12/15/66,
Dispute he reported for work and after working for a while, his hand started
hurting and they took him to the hospital and found it was broken.
Company marked on his card no pay for the day. This claim is for
8 hours pay - \$27.72.

DECISION: (Committee for Local Operations - Transcript Page 159 - 2/15/67)
M/m/s/c/ that based on the particular facts presented in this case, the claim of
Rocco Simmarino be denied.

Case # Local 357, Los Angeles, California, and
2-7-2792 Los Angeles-Seattle Motor Express

P & D The Los Angeles-Seattle Motor Express Company has employed
Dispute casuls (6 men for 12-13-11-and - 19 days) in one month. This
has been going on since July thru October, 1966. The Local Union
feels that this is in violation of contract due to the fact that they used
other casuls on days that these men did not work.

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
2-7-2793 Milne Truck Lines

P & D For and on behalf of Raymond Price: "I feel that if all the work
Dispute Mr. Zimmerman, the Supervisor does of ours, it would end up to
at least one hour every night. He was helping tarp 434, Stone, a
Local 208 man, was on one side while Zimmerman tied down the
other. Therefore, I am asking one hour over-time in the amount
of \$5.38.

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
2-7-2794 Redway Truck & Warehouse

P & D Complaint By David H. Goodrich: "On 10/22/66, Edward Cobb, a
Dispute junior seniority member, was worked (premium day) at 5701
Districh Blvd. Warehouse. His shift was 8:00 a.m. to 5:00 p.m.
I was not informed of this pending work on Friday, 10/21/66, and
was not given the opportunity to work on Saturday. I am requesting
8 hours pay in the amount of \$42.42."

DECISION: (Committee for Local Operations - Transcript Page 21 - 2/14/67)
M/m/s/c/ that based only on the fact that the warehouses have separate seniority
lists, the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 357, Los Angeles, California, and
2-7-2795 Smith Transportation Company

P & D Local Union 357 has requested Smith Transportation Company for
Dispute a list of four hour casuals they have been using for a period of
August, September and October, 1966. The Company refused to
do this, therefore, we are filing this grievance because the Company
is not giving us equal opportunity to fill their casual requests and
this Company uses a number of four hour casuals five days a week.

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
2-7-2796 Transcon Lines - Rivera

P & D Local 357 has requested that Transcon Freight Lines furnish us
Dispute with a list of casuals they have been using for a period from January 1/66
to September 1/66. The Company refused to do this, therefore, we
are filing this grievance because the Company is not giving us equal
opportunity to fill their casual requests and this Company uses a
number of casuals 5 days a week.

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
2-7-2797 Valley-Copperstate

P & D Complaint By McTier: "From January 17, 1966 to the present time
Dispute (December) my seniority has been violated. I bid 3 axle in the yard,
and so did Dave Harlow. Company has brought in junior men to work
45 minutes each day at premium time, therefore, I am claiming all
money earned by Dave Harlow who is a junior man to me.

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
2-7-2798 Williams Transportation

P & D For and on Behalf of Local 357 Members: On or about 10/1/66,
Dispute Williams Transportation Company hired a new employee for swamping
on the day shift. This man has swamped for the Company over 60%
of the time. This is a new position and starting time; it should be
posted for bid as per the Union Contract so all seniority employees
will have the opportunity to bid if they so desire.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 483, Boise, Idaho, and
2-7-2799 Garrett Freightlines, Inc.

P & D The Union, on behalf of Mr. Johnson, claims eight hours pay for
Dispute Monday, 12/5166, contending that a 20% man worked on that day.

DISPOSITION: Settled and Withdrawn.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

Case # (L-514) JACK W. FOLLIS, member of Local 208, Los Angeles, California. Employee of Imperial Truck Lines, Inc. Request is for a period of ninety (90) days, effective November 7, 1966, for the purpose of working as a Dispatcher.
DECISION: (Sub-Committee - Transcript Page 352 - 2/17/67) Request Approved.

(L-515) JOSHUA E. STAGGS, member of Local 208, Los Angeles, California. Employee of T.I.M.E. Freight, Inc. Request is for a period of ninety (90) days, effective November 21, 1966, for the purpose of Supervisory position.
DECISION: (Sub-Committee - Transcript Page 353 - 2/17/67) Request Approved.

(L-516) CHARLES HILL, member of Local 17, Denver, Colorado. Employee of DC Trucking Company, Inc. Request is for a period of two weeks, effective December 5, 1966, for the purpose of vacation replacement for City Dispatcher.
Note: Previous Leave commencing June 14/65 for a period of 90 days was granted during the August, 1965 JWAC Meetings. Refer to Case #8-5-1988 - L-354.
DECISION: (Sub-Committee - Transcript Page 354 - 2/17/67) Request Approved.

(L-517) RONALD ANDERSON, member of Local 17, Denver, Colorado. Employee of Eastern Express, Inc. Request is for a period of ninety (90) days, effective November 28, 1966, for the purpose of accepting a position as Supervisor.
DECISION: (Sub-Committee - Transcript Page 355 - 2/17/67) Request Approved.

(L-518) N. O. CHAMBERLAIN, member of Local 439, Stockton, California. Employee of Pacific Motor Trucking Co. Request is for a period of ninety (90) days, effective January 1, 1967, for the purpose of accepting position of President with Local 439.
DECISION: (Sub-Committee - Transcript Page 356 - 2/17/67) Request Approved.

(L-519) BILLIE R. DURBIN, member of Local 856, San Francisco, California. Employee of O.N.C. Motor Freight System. Request is for a period of ninety (90) days, effective December 1, 1966, for the purpose of accepting duties which do not fall under the classification of work covered by the contract.
DECISION: (Sub-Committee - Transcript Page 357 - 2/17/67) Request Approved.

(L-520) DICK GINGRICH, member of Local 690, Spokane, Wash. Employee of Helphrey Motor Freight. Request is for a period of ninety (90) days, effective December 7, 1966, for the purpose of accepting position with company as tire and lubrication man.
DECISION: (Sub-Committee - Transcript Page 358 - 2/17/67) Request Approved.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

Case # (L-521) WILLIAM E. HOEHN, member of Local 224, Los Angeles, California. Employee of Chipman Truck Co. Request is for a period of ninety (90) days, effective October 17/66 for the purpose of trying mechanic work in shop.
DECISION: (Sub-Committee - Transcript Page 359 - 2/17/67) Request Approved.

(L-522) JO ANN JOHANNESSEN, member of Local 856, San Francisco, California. Employee of O.N.C. Motor Freight System. Request is for a period of ninety (90) days, effective December 1, 1966, for the purpose of accepting duties which do not fall under the classification of work covered by the contract.
DECISION: (Sub-Committee - Transcript Page 360 - 2/17/67) Request Approved.

(L-523) PHILO HANSON, member of Local 690, Spokane, Wash. Employee of Helphrey Motor Freight, Inc. Request is for a period of sixty (60) days, effective January 9, 1967; no reason given for leave.
DISPOSITION: (Sub-Committee - Transcript Page 361 - 2/17/67) This is a Personal Leave and therefore no committee action is required.

(L-524) DONALD R. NEELY, member of Local 208, Los Angeles, California. Employee of J. Christenson Co. Request is for a period of thirty (30) days, effective Dec. 1/66 for the purpose of relieving for vacations for dispatchers.
DECISION: (Sub-Committee - Transcript Page 362 - 2/17/67) Request Approved.

(L-525) VERLE W. PLATT, member of Local 961, Denver, Colorado. Employee of DC International, Inc. Request is for a period of ninety (90) days, effective October 9/66 for the purpose of accepting a non-covered position (safety supervisor).
DECISION: (Sub-Committee - Transcript Page 363 - 2/17/67) Request Approved.

(L-526) FRANCIS O'RILEY, member of Local 439, Stockton, California. Employee of California Motor Express. Request is for a period of ninety (90) days, effective January 1/67, for the purpose of becoming a Business Agent.
DECISION: (Sub-Committee - Transcript Page 364 - 2/17/67) Request Approved.

(L-527) WALTER SNYDER, member of Local 357, Los Angeles, California. Employee of DC International, Inc. Request is for a period of thirty (30) days, effective January 9/67, for the purpose of accepting a Supervisory position.
DECISION: (Sub-Committee - Transcript Page 365 - 2/17/67) Request Approved.

(L-528) ROBERT W. SCHOONOVER, member of Local 208, Los Angeles, California. Employee of Transcon Lines. Request is for a period of ninety (90) days, effective January 9, 1967, for the purpose of assuming the position of Supervisor, Pick-Up & Delivery Dispatch.
DECISION: (Sub-Committee - Transcript Page 366 - 2/17/67) Request Approved.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

- Case # (L-529) ORVILLE F. NICOLA, member of Local 180, Los Angeles, California. Employee of Pacific Intermountain Express. Request is for a period of ninety (90) days, effective January 3, 1967, for the purpose of taking position of Business Representative for Sleeper Cab Drivers Union Local 180.
- DECISION: (Sub-Committee - Transcript Page - 367 - 2/17/67) Request Approved.
-
- (L-530) WILLIAM WEBB, member of Local 357, Los Angeles, California. Employee of I. M. L. Freight, Inc. Request is for a period of ninety (90) days, effective January 1/67, for the purpose of training for Dock Foreman job.
- DECISION: (Sub-Committee - Transcript Page 368 - 2/17/67) Request Approved.
-
- (L-531) MICHAEL R. KORNDER, member of Local 87, Bakersfield, California. Employee of Ringsby-Pacific. Request is for a period of sixty (60) days, effective January 3/67, for the purpose of accepting a position as temporary Dispatcher.
- DECISION: (Sub-Committee - Transcript Page 369 - 2/17/67) Request Approved.
-
- (L-532) JESS CERVANTES, member of Local 439, Stockton, California. Employee of PCP Transportation Company. Request is for a period of ninety (90) days, effective February 1, 1967, for the purpose of undertaking a trial period on the dispatch desk.
- DECISION: (Sub-Committee - Transcript Page 370 - 2/17/67) Request Denied.
Mr. Cervantes must return to bargaining unit work forthwith or else he will lose all his seniority rights under the contract.
-
- (L-533) JOHN G. BAKER, member of Local 17, Denver, Colorado. Employee of Fleet Distributing Service, Inc. Request is for a period of thirty (30) days, effective January 28/67, for the purpose of taking a Dock Foreman position.
- DECISION: (Sub-Committee - Transcript Page 371 - 2/17/67) Request Approved.
-
- (L-534) BRUCE B. MAXWELL, member of Local 224, Los Angeles, California. Employee of Arizona Pacific Tank Lines. Request is for a period of ninety (90) days, effective January 26, 1967, for the purpose of taking a temporary dispatcher position.
- DECISION: (Sub-Committee - Transcript Page 372 - 2/17/67) Request Approved.
-
- (L-535) LEONARD E. ANDRADE, member of Local 224, Los Angeles, California. Employee of Santa Fe Trail Transportation Co. Request is for a period of ninety (90) days, effective February 27, 1967, for the purpose of Union activities.
- DECISION: (Sub-Committee - Transcript Page 373 - 2/17/67) Request Approved.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2801 McCracken Brothers

O-T-R Union contends that on December 22, 1966, Maddox called the dis-
Dispute patcher at 13:30 hours and told dispatcher his jury duty was ended
and that he was available for work. The Union further contends
that because Maddox was not sent out in his seniority position on
December 22, 1966, he be compensated in the amount that was
earned by the junior man who was dispatched on the line trip.

DISPOSITION: (Change of Operations Transcript - Page 161 - 2/16/67)
Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-7-2802 O.N.C. Fast Freight

O-T-R Thommen's mandatory eight hour rest was completed at 0700 on
Dispute October 30, 1966 and he was ready and available to report for work
at Medford, Oregon. When he finally was called to report to work
at 1115, he was dispatched to Portland with empty trailers that had
been in the yard since October 29, 1966.

DISPOSITION: Withdrawn.

Case # Local 81, Portland, Oregon, and
2-7-2803 Portland - Seattle Auto Freight

O-T-R Company requested permission to inaugurate piggy-back service
Dispute between Portland and Seattle and Seattle and Portland. Union
stipulated certain conditions against such operations. The Company
then filed a grievance protesting the Union's interpretation.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
2-7-2804 Sites Silverwheel Freightlines

O-T-R Local 81 claims runaround pay in the amount of \$26.00 for
Dispute H. J. Shover who was not dispatched in his rightful position as bid
run driver on Pendleton-Portland run at a time when a driver was
dispatched from Portland to Enterprise with a Pendleton drop.

DISPOSITION: (Change of Operations Transcript - Page 213 - 2/16/67)
Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-7-2805 Sites Silver Wheel Freightlines

O-T-R Local 81 claims \$14.64 runaround pay for bid run driver Ralph
Dispute Stephenson, which is the difference in pay between a Portland-Baker
run and a Portland-Pendleton run.

DISPOSITION: (Change of Operations Transcript - Page 213 - 2/16/67)
Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon,
2-7-2806 Local 741, Seattle, Washington, and
United-Buckingham Freight Lines

O-T-R
Dispute The Union contends that in the past the Company historically paid cab fares. Since their move to the new terminal in Spokane which is farther out, the Company has refused to pay cab fares to the drivers.

DECISION: (Main Committee - Transcript Page 246 - 2/15/67)
M/m/s/and Deadlocked that based on the Maintenance of Standards, the claim of the Union be allowed.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

Case # Local 85, San Francisco, California, and
2-7-2807 Patek & Co.

Master "Patek & Co. would, by mutual agreement with the Joint Area
Dispute Committee, waive provisions of Article 60, Section 1, dealing with pay periods for permanent teamsters employees as follows:
"Amend this section to end pay periods for Patek & Co. teamster employees on Monday of each week and Patek & Co. to pay all teamster employees on Thursday of each week. Casual labor to be paid per the Master Agreement.

DECISION: (Main Committee - Transcript Page 233 - 2/15/67)
M/m/s/c/ that the payday be allowed; the Employer's request for payday change be granted.

Case # Local 150, Sacramento, California, and
2-7-2808 Delta Lines

O-T-R CV-126-1524 - Union claims \$104.00 due driver Harry Jones
Dispute due to improper dispatch on November 24, 1966.
CV-126-1532 - Union claims \$104.00 for G. S. Miestrell due to improper dispatch on November 10, 1966.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
2-7-2809 Pacific Intermountain Express

O-T-R Local 180 takes the position that P.I.E. owes M.M. Johnson and
Dispute R. Jenkins, 4-1/4 hours pay at the rate of \$3.15 per hour, a total sum of \$13.44 due each man. On May 16/66, this team was put off duty in Denver, Colorado, waiting for the truck to be steam cleaned. The load was ready and waiting. Therefore they should be paid for the time.

DECISION: (Main Committee - Transcript Page 1 after Page 132 - 2/14/67)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 180, Los Angeles, California, and
2-7-2810 Pacific Intermountain Express

O-T-R Local 180 claims that the Company owes G. L. Sigars a Los Angeles -
Dispute Salt Lake-Oakland - Los Angeles trip.

DECISION: (Main Committee - Transcript Page 133 - 2/14/67)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 180, Los Angeles, California, and
2-7-2811 Navajo Freight Lines, Inc., and all Companies

Interpre- Local 180 is asking for an Interpretation of Article 5, Section 6 (B)
tation of the National Master Freight Agreement (Seniority application)

DECISION: (Main Committee - Transcript Page 303 - 2/15/67)
M/m/s/c/ that this matter be referred to the Multi-Conference Committee because
it involves more than one conference area.

Case # Local 208, Los Angeles, California, and
2-7-2812 Law Express, Inc.

Master This Company is signed to the present Freight Agreement. They
Dispute have had three drivers employed; at present, they have no drivers
employed but have Pride Transportation doing the work that was
heretofore done by the regular employed drivers. The Company
has never sent in Letters of Hire for the drivers doing this work.
The position of Local 208 is that either the Company hire drivers
to do this work, or give Letters of Hire for the people doing the
work now.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
2-7-2813 R. C. Napier Trucking

Master The Union claims that Napier Trucking, Inc. is bringing in non-unit
Dispute men from another Local to deliver freight and taking this work away
from the local men who are on the seniority list.

DECISION: (Main Committee - Transcript Page 93 - 2/14/67)
M/m/s/c/ that under Article 30 of the National Master Freight Agreement this be
referred to the proper Union tribunal.

Case # Local 208, Los Angeles, California, and
2-7-2814 Western Manufacturers Service

Interpre- Local 208 contends that employees Willard Peaches & Frank O'Neal
tation are entitled to holiday pay for December 24th, Christmas Day and
New Year's Day.

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2815 Consolidated Freightways

Master The Union contends that Consolidated Freightways has been
Dispute violating Article 32 of the National Master Freight Agreement by
using the services of Barton Truck Lines for pick-up and delivery
of freight which could have been and should have been handled by
Consolidated employees.

DISPOSITION: Postponed.

Case # Local 222, Salt Lake City, Utah, and
2-7-2816 Garrett Freight Lines

Master The Union contends that Garrett Freightlines has been violating
Dispute Article 32 of the National Master Freight Agreement by using the
services of Barton Truck Lines for the pick-up and delivery of
freight which could have been and should have been handled by
Garrett employees.

DISPOSITION: Postponed.

Case # Local 222, Salt Lake City, Utah, and
2-7-2817 I. M. L. Freight, Inc.

O-T-R The Union claims 4 hours show-up time on behalf of Mr. Cameron,
Dispute contending that his request to be removed from the extra board
hadn't been honored and he hadn't been told that the run he was
called for was an extra board run.

DISPOSITION: Settled and Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
2-7-2818 I. M. L. Freight, Inc.

O-T-R Salt Lake sleeper team, Burke and Brand claim a total of one hour
Dispute pay for taking on nitrogen gas for the preservative equipment in
the trailer.

DISPOSITION: Settled and Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
2-7-2819 I. M. L. Freight

O-T-R On August 25, 1966, sleeper team Thalman and Edwards broke
Dispute down at approximately 21:15 hours. They spent 8-3/4 hours on
duty with the unit and then were relieved and went to a hotel. The
total time involved in the breakdown was 18-1/2 hours and the Company
paid eight hours, plus an additional 1-3/4 hours work time.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2820 I. M. L. Freight

O-T-R The Salt Lake sleeper team of Clardy and Connors are claiming
Dispute four and one-half hours pay per man for time spent waiting for a
hotel room in Chicago, Illinois on October 31, 1966.

DISPOSITION: Settled and Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
2-7-2821 I. M. L. Freight

Master The Union contends that I. M. L. Freight, has been violating Article 32
Dispute of the National Master Freight Agreement by using the services of
Barton Truck Lines for the pick-up and delivery of freight which
could have been and should have been handled by I. M. L. employees.

DISPOSITION: Postponed.

Case # Local 222, Salt Lake City, Utah, and
2-7-2822 Pacific Intermountain Express

Master The Union contends that P. I. E. has been using the services of
Dispute Barton Truck Lines for the pick-up and delivery of freight which
could have been and should have been handled by P. I. E. employees.

DISPOSITION: Postponed.

Case # Local 224, Los Angeles, California, and
2-7-2823 Asbury Transportation Company

Heavy Local 224 on behalf of Archie Dryer claims rigging rate of pay for
Specialized all work time, and time and one-half after 8 hours from 2/21/66
Agreement thru 2/23/66. The Company paid only \$3.15 per hour. Further,
Dispute we claim rigging rate of pay for Mr. Dryer on 2/3/66, 2/8/66,
and 2/12/66. The Company only paid \$3.15 per hour.

DECISION: (Main Committee - Transcript Page 416-A - 2/16/67)
M/m/s/c/ that in view of the telegram received from the Employer the provisions
of Article 43 be withdrawn.

(Cases #2-7-2823, #2-7-2824, and #2-7-2825 were heard together)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 224, Los Angeles, California, and
2-7-2824 Asbury Transportation

Heavy Local 224 on behalf of Archie Dryer claims double gooseneck rate
Specialized of pay and time and one-half after 8 hours on January 31, 1966,
Agreement 2/1/66, and 2/2/66. The Company only paid \$3.15 per hour.
Dispute

DECISION: The decision in Case #2-7-2823 applies.

Case # Local 224, Los Angeles, California, and
2-7-2825 Asbury Transportation

Heavy Local 224 on behalf of F. Stewart Rogers, claims monies due
Specialized him for shortages on 7-18-66.
Agreement
Dispute

DECISION: The decision in Case #2-7-2823 applies.

Case # Local 224, Los Angeles, California, and
2-7-2826 Hills Transportation Company

O-T-R Local 224 on behalf of Manuel Laguna requests the J.S.C. to instruct
Dispute the Company to comply with the contract and refrain from having
Mr. Laguna perform pick-up and delivery work in the Oakland
cartage area after his line trip from Los Angeles, California.

DISPOSITION: Postponed.

Case # Local 224, Los Angeles, California, and
2-7-2827 Santa Fe Trail Transportation

Master Local 224 on behalf of its members employed at Santa Fe Trail
Dispute Transportation Company, requests the semi-monthly pay days be
changed to weekly pay days as are Locals 208 and 357.

DISPOSITION: (Main Committee - Transcript Page 47 - 2/14/67)
Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 287, San Jose, California, and
2-7-2828 California Motor Express

Joint Work Jurisdiction - "A Union employee should stack freight in
Council 7 four wheel cages rather than office help."
Dispute

DECISION: (Main Committee - Transcript Page 412 - 2/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 315, Martinez, California, and
2-7-2829 Acme Transportation

Joint Asking three days pay for Dick Deiro on 6-2-66, 6-7-66, and
Council 7 6-8-66, because he was not given the opportunity to work from
Dispute the Hiring Hall.

DISPOSITION: Settled and Withdrawn.

Case # Local 315, Martinez, California, and
2-7-2830 Clark Farnsworth

O-T-R Hiring Hall dispute. Union is asking that the Company abide by the
Dispute Agreement by using men from the Hiring Hall instead of using
men under the Tanker Agreement that work for Consolidated.

DECISION: (Main Committee - Transcript Page 1 after Page 213 - 2/15/67)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

Case # Local 315, Martinez, California, and
2-7-2831 West Transportation

O-T-R Local 315 is claiming 84 miles over the 16 hour guarantee when the
Dispute men are dispatched from Richmond to Fontana under the Maintenance
of Standards.

DISPOSITION: Withdrawn.

Case # Local 468, Oakland, California, and
2-7-2832 Consolidated Freightways

O-T-R Money claim for Whitten and Knuchel for 8-1/2 hours abusive free
Dispute time. Union claiming abusive free time at Chicago. Trailers were
loaded and drivers were put off duty.

DECISION: (Main Committee - Transcript Page 448 - 2/16/67)
M/m/s/c/ due to the facts the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
2-7-2833 Consolidated Freightways

O-T-R Money claim for Tingler and Brown, for 9 hours. Drivers claim
Dispute abusive free time at Chicago. Drivers arrived at Chicago and were
put to bed with loads sitting in the Chicago yard. Union claiming
9 hours abusive free time.

DECISION: (Main Committee - Transcript Page 440 - 2/16/67)
M/m/s/c/ that the claim of the Union be allowed.

Case # Local 468, Oakland, California, and
2-7-2834 Consolidated Freightways

O-T-R Money claim for Waterson. Waterson claiming 18 hours runaround
Dispute at San Leandro because he was not put back in his proper position
on the rotating sleeper board.

DECISION: (Main Committee - Transcript Page 454 - 2/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 468, Oakland, California, and
2-7-2835 Consolidated Freightways

O-T-R Money claim for Johnson. Johnson claiming runaround at San
Dispute Leandro because the team behind them was dispatched out with a
load to Salt Lake City and they did not get out until 36 hours later.

DECISION: (Main Committee - Transcript Page 459 - 2/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 468, Oakland, California, and
2-7-2836 Garrett Freight Lines

O-T-R Pay claim for Marvin Teel. Local 468 is claiming sixty off-route
Dispute miles on the Oakland-Reno run.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2837 Pacific Intermountain Express

O-T-R Money claim for Rains and Ridgway. Union claiming 6 hours pay
Dispute at Denver, Colorado. Drivers were put off duty, but loads were
available on arrival. Union maintains that the Company has 1-1/2
hours to turn the drivers, or if it goes over 1-1/2 hours, drivers
shall receive all time spent.

DECISION: (Main Committee - Transcript Page 1 after Page 144 - 2/14/67)
M/m/s/and Deadlocked that the claim of the Union be allowed.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

Case # Local 468, Oakland, California, and
2-7-2838 Pacific Intermountain Express

O-T-R Money claim for Chatburn. Union is claiming the difference in miles
Dispute from the turn point, Salt Lake City, to destination Twin Cities.
Chatburn was dispatched to Twin Cities, but at Salt Lake City load
was taken away from him and he was sent back to Oakland.

DECISION: (Main Committee - Transcript Page 144-A - 2/14/67)
M/m/s/c/ based on the facts in this case, if there were drivers available in Salt Lake
City, the man be paid the statutory rest period he had to take. If there were no
drivers available in Salt Lake City that they could have put on this trip, the claim
be denied.

Case # Local 468, Oakland, California, and
2-7-2839 Pacific Intermountain Express

O-T-R Money claim for Rains. Rains claims 10 hours pay at Denver,
Dispute Colorado, because the Company held him until an extra board driver
came into I. C. C. hours to return back to Oakland. Rains had enough
I. C. C. hours to turn at Denver.

DECISION: (Main Committee - Transcript Page 145 - 2/14/67)
M/m/s/c/ that the claim of the Union be allowed.

Case # Local 468, Oakland, California, and
2-7-2840 Pacific Intermountain Express

O-T-R Money claim for Hollowell and Myers for 8 hours terminal delay.
Dispute Drivers were put off duty at Chicago and loads were available.

DECISION: (Main Committee - Transcript Page 151 - 2/14/67)
M/m/s/c/ based on the facts in this case the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2841 Pacific Intermountain Express

O-T-R Money claim for Hollowell and Myers. Drivers claiming the
Dispute difference between a Salt Lake City trip and a Denver trip.

DECISION: (Main Committee - Transcript Page 156 - 2/14/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 468, Oakland, California, and
2-7-2842 Pacific Intermountain Express

O-T-R Money claim for Ray. The Union is claiming room rent and one
Dispute meal for Ray on a breakdown. Company relieved Ray from duty
and refused to pay him for room rent and a meal.

DISPOSITION: Settled and Withdrawn.

Case # Local 468, Oakland, California, and
2-7-2843 Pacific Intermountain Express

O-T-R Money claim for Green. Driver claiming \$9.46 which he spent for
Dispute repairs and Freon for air conditioner. Company refuses to
reimburse driver for these expenditures.

DECISION: (Main Committee - Transcript Page 163 - 2/14/67)
M/m/s/c/ that this claim be paid in accordance with the National decision on the
subject.

Case # Local 468, Oakland, California, and
2-7-2844 Santa Fe Trail Transportation

O-T-R Money claim for Williams. Local 468 is claiming runaround for
Dispute driver Williams, who is an Oakland based driver. The Company
brought drivers into Oakland from Pittsburg and took freight to
Fresno and left Williams Home.

DECISION: (Main Committee - Transcript Page 167 - 2/14/67)
M/m/s/c/ that the Company be instructed to pay the one claim submitted by driver
Williams for July 19th only and that the Company will rebid the runs from Fresno
to Oakland via Pittsburg and return, with intermediate points, from this day forward.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 483, Boise, Idaho, and
2-7-2845 Consolidated Freightways, Inc.

O-T-R Walter Lamke is a Boise based line driver with a bid run from Boise,
Dispute to Idaho Falls through Pocatello. The Union claims additional
mileage from Pocatello to Idaho Falls and return, contending that
Mr. Lamke's run could not be cut at Pocatello if there was Idaho
Falls destined freight.

DECISION: (Main Committee - Transcript Page 113 - 2/14/67)
M/m/s/c/ based on the letter that the Company read into the record and the under-
standing of the Business Agent presenting the case, if the Company's records indicate
that this run has been cut before with freight destined to Idaho Falls, the claim of
the Union is denied; if not, the claim of the Union is upheld.

Case # Local 569, Astoria, Oregon, and
2-7-2846 Nehalem Valley

O-T-R Union contends that the deliveries of fresh fish to LASME terminal
Dispute and United Air Lines terminal is the work of the Pick-Up & Delivery
driver and is not the proper way freighting work for road men.

(Cases #2-7-2846 and #2-7-2884 were heard together)

DECISION: (Main Committee - Transcript Page 434 - 2/16/67)
M/m/s/c/ that the warning notice be withdrawn in Case #2-7-2884 and in Case
#2-7-2846 the claim of the Union be upheld.

Case # Local 690, Spokane, Washington, and
2-7-2847 United-Buckingham Freight Lines

O-T-R Protesting runaround for sleeper team Phillips and Weeks. They
Dispute were runaround by a Des Moines sleeper team who arrived in
Spokane on November 27, 1966. They broke this team up and rolled
and rested them with new road equipment back to Des Moines, Iowa.

DECISION: (Main Committee - Transcript Page 118 - 2/14/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 692, Long Beach, California, and
2-7-2848 Owl Truck and Construction

Master On November 11, 1966, Duane Patterson was left home from work.
Dispute We have an Agreement with Owl Truck that Patterson, among others,
will work 40 hours a week, 8 hours a day. The Company has
traditionally worked these men 5 consecutive days, Monday thru
Friday. Therefore, due to the fact that Patterson was not worked
on November 11, 1966, we are requesting a day's pay.

DECISION: (Main Committee - Transcript Page 192 - 2/15/67)
M/m/s/c/ that the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Ernie Hickman, Consolidated Freightways line driver, protests the
2-7-2849 action of the Company when he was placed on layoff status effective
October 30, 1966, under provisions of Article 41, Section 2 (b)
Clarifica- of the Over-The-Road Supplement, and requests pay for time lost
tion due to this layoff.

DECISION: (Main Committee - Transcript Page 85 - 2/14/67)
M/m/s/c/ that based on the facts and the original decision reached in Cases 46
and 48, the claim of the Union be denied.

Case # Local 741, Seattle, Washington, and
2-7-2850 Hamilton Heavy Hauling - Division of Puget Sound Freight Lines

O-T-R Local 741 asks runaround pay from Hamilton Trucking Service, a
Dispute Division of Puget Sound Truck Lines, when on October 27/66, Del
Marchant, a Supervisory employee of Puget Sound Truck Lines was
dispatched at 4:30 a.m. on a line trip.

DECISION: (Main Committee - Transcript Page 67 - 2/14/67)
M/m/s/c/ that the claim of the Union be upheld if there was anyone available for work
either by Hamilton Truck Line or the Puget Sound Truck Lines. By that we mean
we are not making a claim for a guy out of the Hiring Hall.

Case # Local 741, Seattle, Washington, and
2-7-2851 Los Angeles-Seattle Motor Express

O-T-R Company's basic operation is for Seattle based sleepers to meet and
Dispute turn at Corning, California, with Los Angeles based sleepers.
In this case the Seattle team was run through to Los Angeles, and
were required to lay over for 18 hours because the Company had
turned "back to Seattle" a Los Angeles team, one-half hour after
the Seattle team arrived in Los Angeles.
The agreed upon dispatch rules between LASME and Local 741
will support our position for 13 hours abuse of free time.

DECISION: (Change of Operations Transcript - Page 202 - 2/16/67)
M/m/s/c/ that based on the evidence presented in this case the Union's claim be denied.

Case # Local 741, Seattle, Washington, and
2-7-2852 O.N.C. Fast Freight

Interpre- Local 741 claims pay for holidays on the Seattle-Yakima turn operation
tation be paid under the following rider and Maintenance of Standards rider
approved by the JWC on April 12, 1962 and between J.C. #28
Longview-Vancouver, Washington gives the formula for computation -
Rider #70 M.S. 122. This factual case concerns a bid man Carol
Porter for July 4/66 and September 5/66.

DECISION: (Main Committee - Transcript Page 357 - 2/15/67)
M/m/s/c/ that the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 886, Oklahoma City, Oklahoma, and
2-7-2853 Transcon Lines

O-T-R Local 886 is claiming all road drivers coming into Los Angeles and
Dispute not relieved of duty so they may have an opportunity to take their
8 hours or go to hotel and clean up be paid for all time at Transcon
terminal in Los Angeles.

DISPOSITION: Settled and Withdrawn.

Case # Local 886, Oklahoma City, Oklahoma, and
2-7-2854 Transcon Lines

O-T-R Tyner and Newman arrived in Los Angeles at 1:30 a.m., 8-20-66.
Dispute Company took their tractor away from them and held them 5 hours
and 50 minutes for Company to load a set of doubles.

DISPOSITION: Settled and Withdrawn.

Case # Local 886, Oklahoma City, Oklahoma, and
2-7-2855 Transcon Lines

O-T-R We arrived in Los Angeles at 11:47 p.m., November 6, 1966; were
Dispute put on turn to pull Trailer #9208. We had made up our bed and
checked out equipment and were ready to leave when they took our
load and gave it to a crew running out of position; the driver was
Harry Keller on truck #5092. We claimed 23-2/3 hours late release.
Transcon cut off 15-2/3 hours and paid us 8 hours layover.

DISPOSITION: Settled and Withdrawn.

Case # Local 886, Oklahoma City, Oklahoma, and
2-7-2856 Transcon Lines

O-T-R We were in Los Angeles on October 4, 1966, arrived 6:20 a.m.
Dispute There were 40 ft. trailers loaded for dispatch. I was held with the
set of doubles that I pulled in until 11:45 p.m., October 4, 1966.
Company paid 4 hours and 25 minutes layover.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2857 Navajo Freight Lines, Inc.

O-T-R Marion L. Carter states: We dispatched Thursday, August 18/66
Dispute at approximately 7:00 p.m. for Manteca, California for a call at
6:00 a.m., August 19/66. Told dispatcher that was not the run
I had bid and would not take a call for Manteca but would take a call
on my bid run which is L.A. or Oakland and pull the load to Manteca
and turn there if they had a turn available. He refused to dispatch
that way.

(Cases #2-7-2857 and #2-7-2886 were heard together)

DECISION: (Main Committee - Transcript Page 388 - 2/16/67)
M/m/s/c/ that the claim of the men be denied, the warning letter be rescinded,
and that the men operating from Denver west to any point will take their place in the
wheel according to the Contract after the four hour provision.

Case # Local 961, Denver, Colorado, and
2-7-2858 The Ringsby System

O-T-R D. Warriner and W. Killing state: Trip #17452, November 16/66,
Dispute we arrived at Sacramento, California at 8:23 p.m., #3518, was in
terminal and left at 12:30 p.m., November 16, 1966. We claim
9 hours abusive free time as there was a set of doubles #26-951,
25-11 was loaded and ready to go. Seal #81663-D, 80973, 10, 800
and 7110 weight.

DISPOSITION: Withdrawn.

Case # Local 961, Denver, Colorado, and
2-7-2859 The Ringsby System

O-T-R Donald W. Burke and Ray G. Stout state: On all ammo loads transported
Dispute in California, the State required an inspection stop on all hills with
a special speed limit of less than 50 M.P.H., Section 22407 of the
Vehicle Code. We think this is part of job that goes with hauling
ammo and should be paid.

DISPOSITION: (Main Committee - Transcript Page 368 - 2/15/67)
Postponed.

Case # Local 961, Denver, Colorado, and
2-7-2860 The Ringsby System

O-T-R Melvin Faber and James F. Cotter state: We tried to get front springs
Dispute changed for 2 months. Shop kept putting us off for one more trip,
so I talked to Bob Hughes and he said if the truck hadn't had the springs
changed when we got down to go out to turn the truck down, and take
our 3 hours and go home. This we did and Mr. Hughes called two
extra board men and sent the truck out.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2861 Santa Fe Trail Transportation Company

O-T-R Ray E. Kittinger states: I was in town and available on Oct. 1/66
Dispute and had hours to pull extra 248 out of Denver at approximately
10:00 p.m. on October 1, 1966. I got out October 3, 1966 at 12:15 a.m.
I claim runaround of 26 hours.

DISPOSITION: Settled and Withdrawn.

Case # Local 983, Pocatello, Idaho, and
2-7-2862 Garrett Freightlines

O-T-R The Union, on behalf of the Pocatello team, claims a runaround,
Dispute contending that since the Salt Lake team could have been held four
hours, awaiting a load for their home terminal (Salt Lake City) it
was wrong for the Company to dispatch them within that four hours
with a load for Pocatello.

DECISION: (Main Committee - Transcript Page 372 - 2/16/67)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 81, Portland, Oregon, and
2-7-2863 Willamette Valley Transfer

Discharge Local 81 is protesting the improper discharge of Robert Miller
by Willamette Valley Transfer.

DECISION: (Change of Operations Committee Transcript - Page 136 - 2/15/67)
M/m/s/c/ that based on the facts in this particular case that the Joint State
Committee motion in Case #812, "That the case was improperly before the panel,"
be sustained by this committee.

Case # Local 208, Los Angeles, California, and
2-7-2864 Freight Transport

Discharge The Local Union protests the termination of Jerry Velasquez dated
December 12, 1966 for an alleged '502' citation (drunk driving).

DECISION: (Main Committee - Transcript Page 423 - 2/16/67)
M/m/s/c/ that the discharge be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2865 Garrett Freightlines

Discharge I protest my being discharged as unfair. I further respectfully request that the committee, after weighing all the facts, reinstate me to my job without loss of seniority or pay.

DECISION: (Main Committee - Transcript Page 204 - 2/15/67)
M/m/s/c/ that the discharge be upheld.

Case # Local 208, Los Angeles, California, and
2-7-2866 Pacific Intermountain Express

Discharge Local 208 protests issuance of termination notice to Russell E. Foy on December 6, 1966, requesting that he be reinstated with his full seniority and compensated for all time lost.

DECISION: (Main Committee - Transcript Page 275 - 2/15/67)
M/m/s/c/ that the discharge be upheld.

Case # Local 208, Los Angeles, California, and
2-7-2867 Pacific Intermountain Express

Discharge Local 208 protests issuance of termination notice to Herbert F. Shipley dated December 14, 1966 and requests that he be reinstated with his full seniority and compensated for all time lost.

DECISION: (Main Committee - Transcript Page #295 - 2/15/67)
M/m/s/c/ that the man be put back to work effective Monday, March 6th; the termination be reduced to a suspension; full seniority; no back pay.

Case # Local 208, Los Angeles, California, and
2-7-2868 Qwikway Trucking Company

Discharges Protest of 13 Warning Notices and 13 Discharges.
The Local Union protests the issuance of the Warning Notices for allegedly refusing to work shift on November 25/66 and requests that they be removed.
The Local Union protests the terminations of the 13 listed members, contending that these terminations are improper and in violation of the Freight Agreement now in effect. The Union further requests that these members be reinstated with all seniority rights and compensated for all time lost.

DECISION: (Main Committee - Transcript Page 214 - 2/15/67)
M/m/s/c/ that in view of the evidence presented, this be referred back to the California State Committee and the case to be heard on the merits.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-7-2869 Consolidated Freightways

Discharge Protest of discharge of Michael W. Smith.

DISPOSITION: Withdrawn.

Case # Local 357, Los Angeles, California, and
2-7-2870 O.N.C. Motor Freight System

Discharge Complaint by Lyons: I am requesting a hearing of this case and reinstatement of my job with full seniority and pay for time lost due to this termination.

DECISION: (Change of Operations Transcript - Page 147 - 2/15/67)
M/m/s/c/ that the discharged employee, Troy Lyons be returned to work effective February 1, 1967 and receive back pay in the amount of eight hours for each day missed since February 1, 1967, with all seniority rights restored.

Case # Local 692, Long Beach, California, and
2-7-2871 Chesley Transportation

Discharge We wish to protest the discharge of James Gowdy by Chesley Transportation on October 10th/

DISPOSITION: Settled and Withdrawn.

Case # Local 692, Long Beach, California, and
2-7-2872 Owl Truck and Construction

Discharge Local 692 wishes to protest the discharge of Hiram Hamilton.

DECISION: (Main Committee - Transcript Page 180 - 2/15/67)
M/m/s/c/ that Hiram Hamilton be returned to work with all seniority and no back pay.

Case # Local 856, San Francisco, California, and
2-7-2873 O.N.C.

Discharge Company discharged Kathrine Keffer within the 30 day probationary period. Local 856 feels that Kathrine Keffer is being discriminated against.

DECISION: (Main Committee - Transcript Page 417 - 2/16/67)
M/m/s/c/ that this case be referred back to the local committee to be heard on its merits.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2874 I.M.L. Freight, Inc.

Warning Frank G. Felix states: I protest the warning letter because it
Notice is unjust.

STIPULATED AGREEMENT: (Committee for Local Operations - Page 215 - 2/16/67)
The parties appeared before the committee and agreed to reduce the warning notice to a letter of reprimand.

Case # Local 208, Los Angeles, California, and
2-7-2875 City Transfer, Inc.

Warning Local 208 protests the issuance of warning letter to Pasqual Alexandre
Letter dated November 29, 1966, claiming chargeable accident on November 18, 1966, Santa Monica Freeway in Culver City.

DECISION: (Committee for Local Operations Transcript - Page 234 - 2/16/67)
M/m/s/and Deadlocked that the warning notice issued to Pasqual Alexandre be upheld.

Case # Local 208, Los Angeles, California, and
2-7-2876 Smith Transportation Company

Warning Local 208 protests the issuance of the warning notice to James Yonce
Letter dated October 26, 1966, for being involved in an alleged fight on the night of October 2nd.

DECISION: (Committee for Local Operations Transcript - Page 209 - 2/15/67)
M/m/s/c/ that the warning letter issued to James Yonce be sustained.

Case # Local 222, Salt Lake City, Utah, and
2-7-2877 Consolidated Freightways

Warning Company issued a warning notice to J. L. Vigil, a Salt Lake City
Letter dockman on August 26, 1966 for failure to achieve normal productivity during the course of his employment on specified dates.

DISPOSITION: Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
2-7-2878 Consolidated Freightways

Warning The Company issued a warning notice to M. W. Smith, a Salt Lake
Letter City dock worker on August 12, 1966 for failure to achieve normal productivity during the course of his employment on specified dates.

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-7-2879 Garrett Freightlines

Warning Protest of warning notice. R. E. Winegar is a Salt Lake City extra
Letter board driver. He was issued a warning notice for not being available
for work on October 6, 1966.

DISPOSITION: Postponed.

Case # Local 224, Los Angeles, California, and
2-7-2880 Cantlay & Tanzola - Division of Western Gillette, Inc.

Warning Union protests warning notice issued to Steve G. Trani, dated
Letter 11-8-66.

DISPOSITION: Withdrawn.

Case # Local 224, Los Angeles, California, and
2-7-2881 Cantlay & Tanzola - Division of Western Gillette, Inc.

Warning Union protests warning notice issued to Steve G. Trani, dated
Letter 11-7-66.

DISPOSITION: Withdrawn.

Case # Local 468, Oakland, California, and
2-7-2882 Pacific Intermountain Express

Warning Local 468 protests the warning letter issued to Tuttle for driving
Letter Company equipment in excess of Company speed limits.

DECISION: (Committee for Local Operations Transcript - Page 216 - 2/16/67)
M/m/s/and Deadlocked that the warning letter for excessive speed be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2883 Pacific Intermountain Express

Warning Letter Local 468 protests the warning letter sent to Weatherbie for being involved in a serious, preventable accident.

DECISION: (Committee for Local Operations - Transcript Page 225 - 2/16/67)
M/m/s/c/ that the warning letter be rescinded.

Case # Local 569, Astoria, Oregon, and
2-7-2884 Nehalem Valley Motor Freight

Warning Letter Local 569 is protesting a warning letter issued to Robert T. Moxley for failure to follow driving instructions.

DECISION: The decision in Case #2-7-2846 applies.

Case # Local 741, Seattle, Washington, and
2-7-2885 O.N.C. Fast Freight

Warning Notice The Union requests that the warning notice be rescinded on grounds that Company is attempting to establish a 'piece work quota' for the drivers when the Contract does not provide for such.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
2-7-2886 Navajo Freight Lines, Inc.

Warning Letter Marion L. Carter states: This is a formal protest to the warning letter issued on August 22, 1966.

DECISION: The decision in Case #2-7-2857 applies.

Case # Local 334, Spokane, Washington, and
2-7-2890 Northern Pacific Transport

Office Dispute Teamsters Local 334 has submitted a copy of the application and authorization card to Northern Pacific Transport Company and has been recognized by this Company as the authorized bargaining agent. It is the position of Local 334 that the Company should have placed Eryce B. Lee under agreements on the date of receipt of dues proof of representation.

DECISION: (Committee for Local Operations - Transcript Page 38 - 2/14/67)
M/m/s/c/ based on the facts presented in this case, the position of the Union be denied, and further, the Local Union is instructed to sit down and negotiate with the Company.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 431, Fresno, California, and
2-7-2891 Garrett Freight Lines

P & D Union claims three hours at time and one-half for Jerry Robinson
Dispute on November 29, 1966.
Union claims a casual was called in at 5:00 a.m. and the first regular man came in at 8:00 a.m. Union claims there cannot be a casual man working when there is no regular man working.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
2-7-2892 Di Salvo Trucking

Joint The Union is requesting benefits be paid at combination work scale
Council 7 retroactive prior to May 19, 1966.
Dispute

DECISION: (Main Committee - Transcript Page 103 - 2/14/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 70, Oakland, California, and
2-7-2893 O.N.C.

Joint Trans-Bay Operations. Work in contention is not covered by
Council 7 Article 52, Section 2. The night shift hostler is making pick-ups
Dispute and deliveries out of the jurisdiction of Local 70. Claiming time and one-half for the entire night shifts of October 3, 4, and 5, for Ford Evans.

DISPOSITION: (Main Committee - Transcript Page 485 - 2/17/67)
Postponed.

Case # Local 70, Oakland, California, and
2-7-2894 Peters Truck Lines

Joint Local 70 claims that Company's operation is a pick-up service and
Council 7 Contract states, "Night shift hostlers shall be prohibited from per-
Dispute forming pick-up and delivery service except at time and one-half above their applicable rate of pay. Union requesting time and one-half for a hostler for November 15th and 16th, 1966, and for every night thereafter that the employer violates said agreement.

DISPOSITION: (Main Committee - Transcript Page 266 - 2/15/67)
Withdrawn without prejudice.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-7-2895 Consolidated Freightways

Interpre- Clarification and interpretations of Article 50 of the Western States
tation Area Over-The-Road Supplemental Agreement.
Consolidated Freightways, Inc. has taken the jacks out of all the
Over-The-Road equipment. Therefore, this necessitates the drivers
taking their equipment to a service station or tire repair shop in
order to have a tire changed or wheel removed.
Does this time come under the breakdown provision of the Contract,
and if so, why shouldn't all the time waiting be paid for time?

DISPOSITION: (Main Committee - Transcript Page 496 - 2/17/67)
Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-7-2896 Pacific Intermountain Express

Interpre- Local 81 is requesting an interpretation of Paragraph (c) of Section 2,
tation Article 57, of the Western States Area Pick-Up and Delivery Agreement.
The Company has a hostler position which the bid man works six days
a week. He receives time and one-half for Sunday work as the work
week on this job is Sunday through Friday.

The question is, inasmuch as our Pick-Up & Delivery Agreement,
which covers hostlers is based on a Monday through Friday week,
when the bid hostler is on vacation and an employee is assigned or
bids this hold down for this temporary vacancy, is he entitled to work
the premium day the same as the regular bid man or can he be bumped
the overtime day by an employee with more seniority?

DISPOSITION: Settled and Withdrawn.

Case # Local 150, Sacramento, California, and
2-7-2897 Interstate Motor Lines

O-T-R Union claims 8 hours at time and one-half for eligible local man as
Dispute Company in violation of Article 52, Section 1 (d), when on Dec. 11/66
sleeper team worked fork lift and hand loaded freight in excess
8,000 lbs. miscellaneous freight. Tractor 3056 - Trailer 3669.

DECISION: (Main Committee - Transcript Page 1 After Page 179 - 2/15/67)
M/m/s/and Deadlocked that the claim of the Union be denied.
M/m/s/ and did not receive a majority vote "that this case go to Arbitration."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
2-7-2898 McKeown Transportation

Tanker Union claims on 11-8-66, Moreland and Lake suffered loss of \$17.54
Dispute each due to improper dispatch of Sniff and Fisher.

DECISION: (Main Committee - Transcript Page 55 - 2/14/67)
M/m/s/c/ that based on the facts of this case the claim of the Union is denied.

Case # Local 190, Billings, Montana, and
2-7-2899 Consolidated Freightways

Master Position of Union that under Maintenance of Standards the drivers
Dispute are entitled to rated copy of driver orders. The Company has
furnished a rated copy of drivers orders to the drivers in the past.

DISPOSITION: Withdrawn.

Case # Local 190, Billings, Montana, and
2-7-2900 Consolidated Freightways

O-T-R Union requesting assignment of two runs from Billings to Great Falls,
Dispute three trips per week, each run on a when and if freight is available.
Based on departure of freight from Billings to Great Falls we feel
that we are entitled to two regular assignments.

DISPOSITION: Settled and Withdrawn.

Case # Local 190, Billings, Montana, and
2-7-2901 Garrett Freightlines

O-T-R Union is requesting delay, off route time, at the local pick-up scale
Dispute for drivers Christensen and Miller. Time involved is 2.4 hours.
The incident happened on 12/13/66, and involved dropping a trailer
in Bozeman where they were sent 20 miles out of Bozeman to pick
up a trailer.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 315, Martinez, California, and
2-7-2902 Encinal Terminals

Joint Employer is not party to Agriculture & Horticulture Supplement.
Council 7
Dispute Company claiming employees T. Williams, R. Buccellatto,
P. Saxton and Bob Newkirk are claiming the difference in pay between
the Agricultural rate and short line. No dates indicated.

DISPOSITION: Settled and Withdrawn.

Case # Local 315, Martinez, California, and
2-7-2903 Encinal Terminals

Joint Company is paying short line pay when performing local work part
Council 7 of the day. Four men: Bob Newkirk, Phil Saxton, Rosso Buccellatto
Dispute and Tom Williams are filing for the difference in pay between local
pick-up and delivery and short line on series of dates starting 8/4/66
through 12/18/66.

DECISION: (Main Committee - Transcript Page 259 - 2/15/67)
M/m/s/c/ that in this case if there was a load picked up at Oakley and went out, the
Union's claim is denied; but if they made more than one local pick-up or delivery
in Contra Costa County, the Union's claim is upheld.

Case # Local 315, Martinez, California, and
2-7-2904 Richmond Warehouse

Joint Windmiller is on tanker seniority list. He claims he was runaround
Council 7 when Cassin pulled a short line trip. Cassin is on dry freight list.
Dispute Company has one seniority list and Union claims 2 days pay on
1-18-67 and 1-20-67 for Windmiller.

DECISION: (Main Committee - Transcript Page 514 - 2/17/67)
M/m/s/c/ that the case be referred back to the parties to seek to determine the
appropriate seniority list or lists. In the meantime, the claims will be held in
abeyance. Failing to come to a satisfactory agreement, they bring it back in here.

Case # Local 468, Oakland, California, and
2-7-2905 Pacific Intermountain Express

O-T-R Money claim for Abrahamson and Morgan. Claiming pay for 4-1/4
Dispute hours. Drivers were told on arrival at Denver that they had load
to return to Oakland with. Drivers were held at the Denver terminal
until tractor was steam cleaned and Company refused to pay the claim.

DECISION: (Main Committee - Transcript Page 479 - 2/17/67)
M/m/s/c/ the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 690, Spokane, Washington, and
2-7-2906 United-Buckingham Freight Lines

O-T-R One and one-half hours pay for runaround for Clarence Ballard.
Dispute Pay claim denied for Clarence (Curley) Ballard asking for 1-1/2 hours runaround. Portland dispatched Portland driver ahead of Mr. Ballard who is a Spokane-Portland bid driver. Under the dispatch rules set forth April 4, 1966, and agreed to by United - Buckingham, foreign bid drivers are to move out ahead of Portland bid drivers. This claim was denied by the Company, therefore, we are asking for 1-1/2 hours pay.

STIPULATED DECISION: (Main Committee - Transcript Page 123 - 2/14/67)
The claim of the Union is settled and withdrawn. And we would like to stipulate this; that the Portland/Pasco bid driver and the Spokane/Pasco turn bid driver may be dispatched ahead of the Portland/Spokane or Spokane/Portland bid drivers when necessary.

Case # Local 692, Long Beach, California, and
2-7-2907 Consolidated Freightways - Bulk Commodity Division

Tanker Union claims Company is using 315 drivers from Los Angeles going
Dispute North and 692 men sitting at home. Sleeper teams are taking North from Martinez to Oregon and Washington. Union entered letter of agreement into evidence.
Company claims they have a right to do this. When Martinez men come South, they are utilized going North rather than run them empty back to Martinez.

DECISION: (Main Committee - Transcript Page 382 - 2/16/67)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 741, Seattle, Washington, and
2-7-2908 Gasoline Tank Service

Tanker Local 741 claims that due to an on-the-job injury on May 23, 1966
Dispute that Gasoline Tank Service owes Pension and Health and Welfare payments for Albert C. Cralle for 12 months starting with the month of June, 1966.

DECISION: (Main Committee - Transcript Page 78 - 2/14/67)
M/m/s/c/ that based on the facts presented in this case, the claim of the Union is denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-7-2909 Los Angeles-Seattle Motor Express (Interstate Division)

Master Under Article 6 of the National Master Freight Agreement, Local 741
Dispute protests the bulletin issued by LASME entitled "Bulletin #6-66 IFL." Interstate Freight Line has for years allowed one-half hour for lunch on Company time to men on shifts starting at 5:00 a.m. and before. It is the position of the Local (741) that the above named condition shall continue under the Maintenance of Standards of the present labor agreement.

DECISION: (Main Committee - Transcript Page 1 After Page 416 - 2/16/67)
M/m/s/c/ that the claim of the Union be upheld as long as the Company maintains the two separate terminals; and if any man is required to work at the other terminal this practice shall not apply.

Case # Local 741, Seattle, Washington, and (Also Local 81 - Portland)
2-7-2910 Los Angeles-Seattle Motor Express (Interstate Division)

O-T-R Local 741 requests that Interstate Freight Lines be required to bid
Dispute eleven runs on a turnaround basis between Seattle and Portland, to be protected on a when and if run basis with drivers to have Seattle as their domicile station.

DECISION: (Main Committee - Transcript Page 1 Before Page 417 - 2/16/67)
M/m/s/c/ that the Company would take the IFL and the LASME employees involved and dovetail their seniority. After this is done they should then bid six runs from Portland and six runs from Seattle based on Article 5, Section 3, of the Contract.

Case # Local 983, Pocatello, Idaho, and
2-7-2911 Garrett Freightlines

O-T-R On November 17, 1966, the Pocatello sleeper team of Robinson and
Dispute Coe were dispatched to Denver, arriving there at 9:00 on November 18, where they were placed off duty. They were dispatched from Denver at 11:45 on November 18th after 2.8 hours. The Union claims pay for the 2.8 hours, contending that their load and bills were ready upon their arrival.

DECISION: (Main Committee - Transcript Page 377 - 2/16/67)
M/m/s/c/ due to the facts, the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 692, Long Beach, California, and
2-7-2912 Consolidated Freightways - Bulk Commodity Division

Termination Union protests termination notice issued to Harold O'Gara
dated January 18, 1967.

DECISION: (Change of Operations Transcript - Page 116 - 2/15/67)
M/m/s/c/ that driver Harold O'Gara be reinstated with full seniority to his job when
he is released by the doctor and qualified under ICC; and that he be issued a warning
letter for imprudent speed as of the date he returns to work.

Case # Local 150, Sacramento, California, and
2-7-2913 McKeown Transportation

Warning Union protests warning notices issued December 1, 1966 to Harold
Notices Neis, Claude Mayhew, Edward Vastelica, George Gosling, James
Slatten, Robert Records, Vergil Matthews, George Sterba,
Donald Swihart, H. Earl Mathews, Joe Evans, and Lloyd Keen.

DECISION: (Committee for Local Operations Transcript - Page 96 - 2/14/67)
M/m/s/and Deadlocked that the warning letters be rescinded.

Case # Local 315, Martinez, California, and
2-7-2914 Allyn Transportation

Warning Union protests warning letter issued to A. L. Baker on November
Notice 25, 1966, for accident which occurred on November 16, 1966.

DECISION: (Main Committee - Transcript Page 254 - 2/15/67)
M/m/s/c/ that the warning letter be withdrawn.

Case # Local 81, Portland, Oregon, and
2-7-2915 O. N. C.

O-T-R Runaround claim for one and three quarter hours for Marvin
Dispute Bradshaw.

DISPOSITION: (Change of Operations Transcript - Page 213 - 2/16/67)
Postponed.

Case # Local 81, Portland, Oregon, and
2-7-2916 O. N. C.

O-T-R The Union is claiming runaround pay for Rick Herglund on
Dispute January 4, 1967 for improper dispatch from Medford to Portland.

DISPOSITION: (Change of Operations Transcript - Page 213 - 2/16/67)
Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2917 Consolidated Freightways - Bulk Commodities

Termination Local 81 is protesting the discharge of Leon Body for an accident on October 20, 1966.

DECISION: (Main Committee - Transcript Page 511 - 2/17/67)
M/m/s/c/ the man be returned to work when he is released by a doctor and can meet ICC requirements with no back pay, all seniority rights. The discharge is to be reduced to a warning letter effective the day the man can return to work.

Case # Local 208, Los Angeles, California, and
2-7-2918 Union Pacific Motor Freight Company

Termination The Union wishes to protest the termination of Jesse Gillett.

DECISION: (Main Committee - Transcript Page 399 - 2/16/67)
M/m/s/c/ that the discharge of Jesse Gillett be reduced to a warning letter and that the man be returned to work on February 20th, with full seniority and no back pay.

Case # Local 208, Los Angeles, California, and
2-7-2919 Western Gillette

Termination The Union wishes to protest the termination of David W. Davis dated December 29, 1966.

DECISION: (Main Committee - Transcript Page 465 - 2/16/67)
M/m/s/c/ that the discharge be reduced to a warning letter; the man return with full seniority and all back pay, and that this case shall not set a precedent for other cases.

Case # Local 208, Los Angeles, California, and
2-7-2920 Griley Security Freight Lines

P & D Local 208 protests implementation of Company's annual bid in that
Dispute all positions were not offered for bid in keeping with seniority guarantees outlined in Article 41 of the Agreement.

DECISION: (Committee for Local Operations - Page 59 - 2/14/67)
M/m/s/c/ that the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 223, Portland, Oregon, and
2-7-2921 Pacific Intermountain Express

Office Improper layoff of Shirley Shibothe.
Dispute

DECISION: (Committee for Local Operations - Transcript Page 322 - 2/16/67)
M/m/s/and Deadlocked that the claim of the Union be upheld and that Shirley Shibothe be returned to work and reimbursed for all lost pay, less any monies received from other sources.

Note: See Main Committee for final disposition.

DECISION: (Main Committee Transcript Page 535 -)
This committee will hold jurisdiction on this case until the May, 1967 JWAC.

Case # Local 223, Portland, Oregon, and
2-7-2922 Silver Eagle

Office Union claims that under the Maintenance of Standards Mr. Larsen
Dispute and Cardwell have a personalized rate of pay which should be applied to the overtime provisions etc. of the Contract.

DECISION: (Committee for Local Operations - Transcript Page 306 - 2/16/67)
M/m/s/c/ that this case be remanded back to the parties for possible settlement and the committee will retain jurisdiction until its next regular session.

Case # Local 70, Oakland, California, and
2-7-2923 Bigge Drayage

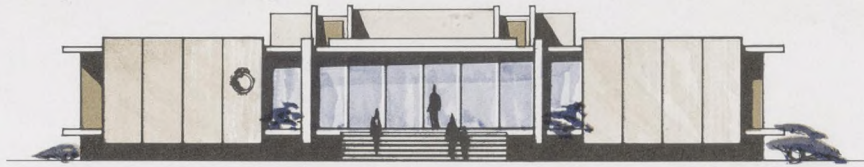
Sub- Bigge Drayage is hiring sub-haulers when regular employees are
Contracting laid off. Therefore the Union is requesting a day's pay for all days leasees have worked between November, 1966 to the present time.

DECISION: (Main Committee - Transcript Page 498 - 2/17/67)
M/m/s/c/ that this case be referred to the National Committee under Article 32.

Case # Local 70, Oakland, California, and
2-7-2925 American Pipe and Construction

Joint Relief being sought - "Union requesting this practice be stopped
Council 7 and also request Mr. King be paid for each day he should have
Dispute worked since January 2, 1967, when production forks did this work." (Work Jurisdiction - Article 45 (1) & 60.)

DISPOSITION: Settled and Withdrawn.



WESTERN CONFERENCE OF TEAMSTERS

1870 Ogden Drive, Burlingame, California 94010 phone 697-0500



September 19, 1967

TO: All Parties Concerned
FROM: Western Master Freight Division
SUBJECT: Correction of February, 1967 Minutes

CASE #2 - 7 - 2 8 2 6

Local 224, Los Angeles, California, and
Hills Transportation

This case was reported as being Postponed. The records show
that it was Settled and Withdrawn.

Please correct your Minutes.

PROPOSED

JOINT WESTERN AREA COMMITTEE AGENDA

Submitted By The

WESTERN MASTER FREIGHT DIVISION

Meetings of February 13, 14, 15, 16, & 17, 1967

SIR FRANCIS DRAKE HOTEL - SAN FRANCISCO, CALIFORNIA

* * *

Joint Session of the Full Committee.

Monterey Room - 1:30 P.M. - Monday, February 13, 1967.

1. Approval of the Minutes of the JWAC Sessions held November 14, 15, 16, 17, & 18, 1966.
2. Discussion of cases filed with the Joint Western Area Committee after deadline date.
3. Approval of the Joint Agenda for the February sessions of the JWAC.
4. Naming of members of the Main Committee & Sub-Committees.
5. Communications.
6. Other procedural or policy matters to come before the JWAC.
7. ADJOURNMENT.

/len

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Pacific Intermountain Express
5-5-1835

Change of Operations Locals involved: 81, Portland, Oregon
180, Los Angeles, California
468, Oakland, California

Clarification Local 468 and Pacific Intermountain Express are requesting a clarification regarding seniority on the Change of Operations that was granted to P.I.E. to move men in from other areas into the Oakland Board. P.I.E. hired new employees that were placed on the board during the Change of Operations, and both the Company and the Union are requesting that this matter be solved by the committee.

November, 1966 JWAC Action: Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # United -Buckingham Freight Lines
8-5-1967

Change of Operation Locals involved: 81, Portland, Oregon
148, Wenatchee, Washington
231, Bellingham, Washington
313, Tacoma, Washington
Clarification 524, Yakima, Washington
551, Lewiston, Idaho
556, Walla Walla, Washington
690, Spokane, Washington
741, Seattle, Washington
839, Pasco, Washington

United-Buckingham requests an interpretation of seniority application as pertains to J.W.C. Case #8-5-1967, August, 1965, Change of Operations.

The facts are as follows:

The following men were moved out of Pasco, Washington:

<u>Name</u>	<u>New Station</u>	<u>Co. Seniority</u>	<u>Protection</u>
Fred Moore	Seattle	6-1-57	Seattle-Pasco Bid
George Mullholland	Portland	9-13-54	Portland-Pasco Bid
Floyd Colbert	Portland	1-15-47	Portland-Pasco Bid
Chester Washburn	Portland	5-3-55	No protection

One employee refused to move and took his two year layoff.

Bill Mann - Seniority 11-5-56

The change became effective October 27, 1965.

Two O.T.R. employees remained in Pasco on bid runs to Boise, Idaho. One of these employees died and the company must now replace this Pasco-Boise bid position.

We would like the committee to decide:

- (1) Do we offer the opening by seniority to all Pasco road drivers affected by the change?
- (2) Does Mr. Bill Mann have priority by reason of not having moved and established seniority at any other company terminal?

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Motor Freight System
8-6-2480

Change of Operations Locals involved: 81, Portland, Oregon
741, Seattle, Washington

O.N.C. Motor Freight System requests approval of a Change of Operation to establish a turnaround run which will run the triangle formed by the towns of Portland, Oregon and Seattle, Washington and Aberdeen, Washington and back to Portland.

We plan to operate the run out of Portland and Seattle and run it by going either direction from the origin terminal.

By example, a driver out of Portland would go either way:

Portland-Aberdeen-Seattle-Portland
Portland-Seattle-Aberdeen-Portland

The Seattle driver would go either:

Seattle-Aberdeen - Portland-Seattle
Seattle-Portland - Aberdeen-Seattle

There will be no movement of power equipment or drivers required in this Change of Operation.

August JWAC Action: The operational change proposed be approved on a trial basis as outlined in Mr. Galbraith's letter; this committee to retain jurisdiction to the November session.

November, 1966 JWAC Action: Based on the statements of the parties the Chair will entertain a motion in this case to continue the operational change on the trial basis for an additional three months, this committee to retain jurisdiction to the February session.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
11-6-2612

Change of Operations Locals involved: 483, Boise, Idaho
741, Seattle, Washington
900, Pendleton, Oregon

PRESENT OPERATION:

- (1) One division in both directions six days per week between Seattle, Washington and La Grande, Oregon. Two drivers are domiciled in Seattle.
- (2) One turnaround run six days per week between La Grande, Oregon and Boise, Idaho. One driver is domiciled in La Grande.

PROPOSED OPERATION:

- (1) Eliminate the assigned division runs between Seattle and La Grande.
- (2) Eliminate the assigned turnaround run between La Grande and Boise.
- (3) Freight normally moved on this operation will be routed through our Portland terminal for handling with any overflow being moved by other existing operations.

November, 1966 JWAC Action: Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Consolidated Freightways
11-6-2613

Change of Operations Locals involved: 148, Wenatchee, Washington
690, Spokane, Washington
741, Seattle, Washington

PRESENT OPERATION:

- (1) Two divisions per day six days per week in both directions between Seattle and Spokane. Two men are domiciled at Seattle and two at Spokane.
- (2) One turnaround run per day five days per week between Seattle and Wenatchee. One driver domiciled at Seattle.
- (3) One turnaround run per day five days per week between Spokane and Wenatchee and/or Moses Lake. One driver domiciled at Spokane.

PROPOSED OPERATION:

- (1) Eliminate the assigned turnaround run between Seattle and Wenatchee.
- (2) Eliminate the assigned turnaround run between Spokane and Wenatchee and/or Moses Lake.
- (3) Eliminate the Spokane domicile portion of the Seattle-Spokane operation.
- (4) Change the Seattle-Spokane operation to function on the basis of two per day, five days a week with the drivers being domiciled in Seattle.
- (5) Permit the Seattle-Spokane operation to be run:
 - (a) Directly between Seattle and Spokane, or
 - (b) Between Seattle and Spokane via Moses Lake and/or Wenatchee and/or other intermediate points.
- (6) Freight over and above these two runs may be moved on either extra schedules or other existing operations.

November, 1966 JWAC Action: Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
11-6-2614

Change of Operations Locals involved: 81, Portland, Oregon
900, Pendleton, Oregon

PRESENT OPERATION:

- (1) Two divisions per day in both directions six days per week between Portland, Oregon and La Grande, Oregon. Two drivers are domiciled at Portland and two at La Grande.
- (2) Two turnaround runs per day, six days per week between La Grande, Oregon and Boise, Idaho. One driver is domiciled at Boise and one at La Grande.

PROPOSED OPERATION:

- (1) Eliminate the present division assigned runs between Portland and La Grande
- (2) Eliminate the present assigned turnaround runs between La Grande and Boise.
- (3) Establish a Portland-Boise division operation with the drivers domiciled in Portland. This is to be run on the basis of five days per week.

November, 1966 JWAC Action: Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Carson Valley Freight
11-6-2617

Change of Operations Locals involved: 70, Oakland, California
150, Sacramento, California
533, Sparks, Nevada

Clarification CV-126-1538 - Union claims leadman pay for Bill Souza (difference between \$3.30 and \$3.68-1/2) from time he transferred from McLeod Trucking to Carson Valley Freight; also claims Company not paying heavy duty pay to Bill Souza and Leonard Smith, and also for John Tschopp when performing such duty.

Union amends filing to difference of pay from \$3.35 to \$3.68-1/2 and not from \$3.30 for Souza.

JSC Motion: That this case be remanded to the JWAC Change of Operations Committee for clarification and decision.

Date of JSC action, December 28, 1966.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
2-7-2750

Change of Operations Locals involved: 150, Sacramento, California
468, Oakland, California
483, Boise, Idaho
533, Sparks, Nevada
983, Pocatello, Idaho

- (1) San Leandro, California - Boise, Idaho relay.
 - A. One division run per day, six days per week between San Leandro and Reno, originating at San Leandro. Two Local 468 men involved.
 - B. One turnaround run per day, six days per week between Reno and Winnemucca, originating at Winnemucca. One Local 533 man involved.
 - C. One division run per day, six days per week between Winnemucca and Boise, originating at Boise. Two Local 483 men involved.
- (2) San Leandro, California - Pocatello, Idaho relay.
 - A. One division run per day, six days per week between San Leandro and Reno, originating at San Leandro. Two Local 468 men involved.
 - B. One division run per day, six days per week between Reno and Elko. One run per day originates at Reno on Tuesday, Thursday and Saturday and one run per day originates at Elko on Wednesday, Friday and Sunday. Two Local 533 men involved.
 - C. One division run per day, six days per week between Elko and Pocatello originating at Pocatello. Two Local 983 men involved.

PROPOSED OPERATION:

Eliminate the present relay operation and move the freight involved via our present sleeper operation. Those employees affected will be given the opportunity to transfer to San Leandro in accordance with the terms of the National Master Freight Agreement and Western States Area Over-The-Road Supplemental Agreement.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Delta Lines
2-7-2751

Change Locals involved: 431, Fresno, California
of 468, Oakland, California
Operations

We hereby request that the following Change of Operation be placed on the February Agenda of the Joint Western Committee Meeting. This change concerns a run operated from our Fresno terminal to our Emeryville terminal and return by driver Bill Hartsock.

The Company wishes to reverse the procedure and originate this schedule in the Bay Area, it would depart for Fresno sometime between 9:00 and 10:00 p.m. in the evening; this would put the LTL into Fresno from 1:00 to 2:30 a.m. in the morning and would allow us to have the freight available for early delivery runs and be competitive with our existing competition.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Miles and Sons Trucking Service
2-7-2752

Change Locals involved: 287, San Jose, California
of 386, Modesto, California
Operations 439, Stockton, California

Miles and Sons Trucking Service is partially closing its Cement Terminal in Lockeford, California. We are moving two units to Kettleman City area on November 19, 1966. On approximately the 15th of December, 1966, we will be moving the remainder of the units to our other Cement Terminals in Merced and Mountain View, California, with exception of two units that will remain in the Lockeford Area.

The employees will be offered by Seniority the opportunity of voluntarily moving with the equipment. They will be placed at the bottom of the seniority board for work opportunity at the terminals to which they transfer.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Motor Freight System
2-7-2753

Change of Operations Locals involved: 224, Los Angeles, California
542, San Diego, California
898, El Centro, California

PRESENT OPERATION:

- (1) Five turn runs from San Diego to Los Angeles and return, normally running 5 nights per week on an if and when basis.
- (2) One turn run from San Diego to Calexico and return normally running five nights per week on an if and when basis.
- (3) One turn from Calexico to Los Angeles and return normally running 5 nights per week on an if and when basis.

NEW OPERATION:

- (1) There will be no change in the 5 turn runs from San Diego to Los Angeles and return.
- (2) The San Diego to Calexico turn run will be eliminated and the driver presently on this run will be given one of the San Diego to Los Angeles turn runs which is being vacated December 31/66 by the retirement of a San Diego driver.
- (3) There will be no change in the Calexico to Los Angeles turn run.
- (4) Establish effective January 1, 1967, one layover run Los Angeles to Calexico via San Diego, with the driver taking his rest at Calexico and returning to Los Angeles via Indio or San Diego. This run shall include drops and picks of trailers and/or way freight at intermediate terminals and will run on an if and when basis. The Los Angeles driver taking his rest at Calexico may be dispatched back to Los Angeles ahead of the Calexico turn driver, so long as the Calexico driver is protected in the dispatch day.

There will be no movement of power equipment due to this change of operation. The change is necessary due to economic and operational reasons.

Under the present operation, the driver is pulling only a single trailer to Calexico from San Diego and is returning from Calexico empty. By operating the run out of Los Angeles with Los Angeles extra board drivers, we will be pulling doubles into Calexico and will have a driver with power equipment taking his rest there making it possible for Calexico to solicit loads of outbound produce which they have not been able to do in the past.

This change will greatly improve our efficiency in this operation by eliminating the one half (1/2) schedules and empty miles we have been having to run plus we will be able to increase our business out of the Calexico/El Centro area.

AGREED-TO-CHANGE.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Pacific Motor Trucking Company
2-7-2754

Change of Operation Locals involved: 104, Phoenix, Arizona
224, Los Angeles, California
310, Tucson, Arizona
941, El Paso, Texas

The Company has obtained temporary authority to operate "Over-The-Road" between Oregon, California, Arizona, New Mexico, and El Paso, Texas.

Under this authority, the Company has established an expedited service (Over-The-Road) between Los Angeles, California, and El Paso, Texas via Phoenix and Tucson, Arizona.

This authority also permits the Company to operate (Over-The-Road) between Los Angeles, California and El Paso, Texas via Phoenix and Miami-Globe, Arizona.

The Company is operating under this authority straight through Los Angeles to Phoenix with Los Angeles domiciled drivers (layover operation). The Company is operating a turnaround operation between Phoenix and Tucson, Arizona with a Phoenix domiciled driver. The operation between Tucson and El Paso is operated with Tucson domiciled drivers who run Tucson-El Paso, layover and return to Tucson.

It is the Company's request that it be permitted to utilize the services of a Tucson domiciled driver to run Tucson-Phoenix and return to Tucson in lieu of a Phoenix domiciled driver. There will be a maximum of one schedule per day that will be handled in the manner outlined herein with a Tucson domiciled driver.

Only approximately 25% of the work involved in this proposed change was formerly handled by Phoenix domiciled drivers with the remaining 75% representing "New Work" as a result of the new authority being granted.

If granted, this would tend to reduce the empty miles one way between Tucson and Phoenix, Arizona, and would not require the moving of a Phoenix based driver to Tucson, as there would continue to be sufficient work at the Phoenix terminal.

The Company also requests approval to operate Phoenix-El Paso via Miami-Globe with "straight loads" destined for El Paso when available utilizing the services of Phoenix domiciled drivers.

NOTE: The Tucson driver will bring the El Paso freight arriving in Tucson to Phoenix, where he will pick up the load brought in from Los Angeles by the arriving Los Angeles driver, and return this load back to Tucson.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Pierce Freight Lines -
2-7-2755 Division Valley Motor Lines, Inc.

Change Local involved: 81, Portland, Oregon
of
Operation

Company proposes to eliminate the Portland-Roseburg turn as
bid runs as such, and to operate those schedules on an extra
board basis and also to serve Roseburg via its Medford and
other schedules. The effected drivers to revert to the Portland
extra board.

* * * * *

Case # Watson-Wilson Transportation System, Inc.
2-7-2756

Change	Locals involved:	208,	Los Angeles, California
of		224,	Los Angeles, California
Operation		357,	Los Angeles, California

Watson-Wilson Transportation System, Inc., has a wholly owned subsidiary known as Star Forwarders, Inc. This has been largely a piggy-back and box car operation with no over-the-road transportation.

We propose to move all domestic operations into Watson-Wilson Transportation System, Inc.'s terminal at Los Angeles which will permit Star Forwarders, Inc. to purchase their transportation from the truck operations.

Star Forwarders, Inc.'s operations handling export and import business requiring box car or oceanic container operations for through service and ocean billing will continue to operate as a separate division at Los Angeles.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Western Gillette, Inc.
 2-7-2757

Change of Operations	Locals involved:	104, Phoenix, Arizona 224, Los Angeles, California 467, San Bernardino, California 468, Oakland, California 492, Albuquerque, New Mexico 577, Amarillo, Texas 745, Dallas, Texas 823, Joplin, Missouri 941, El Paso, Texas
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PROPOSED NEW OPERATION BETWEEN MIAMI, OKLAHOMA
 AND PHOENIX, ARIZONA.

1. The relay operation between Miami, Oklahoma and Phoenix, Arizona, over U.S. Highway 66 and Interstate 40 will consist of traffic moved by the Company between Miami, Oklahoma and terminals east of that point and north and south, including intermediate points.

The present relay between Dallas, Texas; Pecos, Texas and El Paso, Texas would be reduced by virtue of this diversion.

The number of drivers displaced by the proposed operation; to wit, would be 6 in Dallas, Texas; 2 in Pecos, Texas and 2 in El Paso, Texas. These drivers may move to Grants and/or Groom, Texas, full seniority for all purposes. Company seniority prevails in selection of new positions.

2. The work opportunities at the Grants, New Mexico and/or Groom, Texas terminals will be offered only to those drivers displaced as a result of this change and any driver not electing to claim such work, will, in accordance with his seniority, go on layoff status at his home terminal. Drivers electing to claim such available work shall have 30 days to return to their original home terminal and go on layoff status or claim available work in accordance with their seniority at that terminal.
3. The obligation insofar as transportation of household goods are concerned will be in accordance with the procedures set out by the Change of Operations Committee. These expenses will be to those line drivers directly affected by this diversion of traffic.
4. The Company proposes to set up a relay operation that will operate on the one hand from Miami, Oklahoma to Groom, Texas, to bed. Miami line drivers presently operate Miami to Oklahoma City turns and also Miami to Oklahoma City to bed. They would continue to operate as they have in the past, and in addition would be subject to via all intermediate points. This would include dropping and picking up freight (changing equipment for beyond equipment and freight.)

(Continued)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Western Gillette, Inc. - (Continued)
2-7-2757

Change
of
Operation

5. Groom domiciled line drivers on the one hand would operate to Oklahoma City, Oklahoma on turns and/or to bed, as the Company deems necessary. On the other hand, they would operate Groom to Santa Rosa turns and/or to bed, Groom to Grants to bed, Groom to Miami to bed.
6. Grants domiciled line drivers on the one hand would operate Grants to Groom, Texas, to bed; Grants to Santa Rosa turns and/or to bed; Grants to Winslow turns and/or to bed on the other hand; Grants to Phoenix to bed.
7. Phoenix domiciled line drivers would operate on the one hand from Phoenix to Grants to bed, and on the other hand to Winslow on turns, and/or to bed.
8. All of the above-stipulated legs of runs to specified points are required to have the desired flexibility to eliminate empty miles and to provide a service in either direction the flow of traffic might be moving in. The Company retains the prerogative of determining where service is paramount, and this would activate the direction of dispatch. The destination of the traffic will in no way dictate the driver's tour of duty. The Company will retain this prerogative.
9. Foreign drivers at away-from-home-terminal points would be dispatched back to their home terminal on the first through load, with the Company retaining the prerogative to set up turns, particularly to Winslow, Santa Rosa and Oklahoma City, without regard to the foreign driver's rest; this being necessary to keep the boards balanced as nearly as possible.
10. The Company would retain the option to operate Bay Area freight over Route 66, Interstate 40 via Kingman, Arizona to Barstow, California on turns, and/or to bed, as flow of traffic would justify an operation of this type, in order to take advantage of the short miles between Oklahoma City and California.

We would ask that this portion (Item 10) be subject to a 30-day notification by the Company to the Local Union involved to establish the effective date of this new operation; to wit, this diversion of traffic would be out of the Phoenix operation, and that it would require one driver being domiciled at Kingman, Arizona; effective date to be as set out above.
11. The total number of drivers to be domiciled in Grants, New Mexico would be 8; the total number of drivers to be re-domiciled to Groom, Texas would be 2. The boards at these respective locations will be operated on a rotation basis.
12. The above proposal is predicated on the authority being granted over Highway 66 and Interstate 40 as a diversion route before the Interstate Commerce Commission.
13. As discussed at the meeting in Tucson, January 10, 1967, Western Gillette, Inc. would propose to establish a schedule over Interstate 10 and 15 and Highway 66 between Los Angeles and Barstow, California. This run would meet a schedule out of Kingman on a turnaround basis, at Barstow, California.

This schedule would affect Phoenix domiciled people insofar as the Kingman-Barstow portion is concerned, and job opportunities would be posted in Phoenix, Arizona only at such time additional schedules are required, they would be offered to those affected.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 222, Salt Lake City, Utah, and
8-6-2508 Pacific Intermountain Express

P & D Steve Masich is a Salt Lake City dock man not qualified as a short
Dispute line driver. Mr. Liddell is a Salt Lake City bid short line driver
and is junior in seniority standing to Masich. The Company posts
a bid sheet early in the week for anticipated available weekend work
and awards the weekend work to the successful bidders on Friday.
Pursuant to this practice Mr. Masich bid, was awarded and worked
his first choice of weekend work for three Saturdays, November 5,
13, and 20, 1965. Pursuant to the Company's established practice,
Mr. Liddell bid for weekend work and was awarded and worked the
three Sundays, November 7, 14, and 21, 1965.

In each instance after the weekend work had been awarded in
accordance with the bidding procedure as described above, the
Company required additional short line drivers on the three Saturdays.
The Company called Mr. Liddell to perform this short line work
under the provisions of the short line rider which requires that all
short line work be assigned to short line men. This work was
performed on the Saturdays by Mr. Liddell at straight time as
provided in the Rider. As a result of performing the short line work
on Saturday, Sunday, became the seventh day and Liddell was paid
double time for his Sunday dock work.

It is the Union's position that the short line men are not entitled
to perform any work at all on the dock on either Saturday or Sunday
until all other employees on the seniority list have received seven
full days. Since Masich is senior to Liddell, he should have been
entitled to the Sunday dock work at double time.

August, 1966 JWAC Action: The committee to hold jurisdiction
over this case for hearing at the November session.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
11-6-2626 Burlington Truck Lines

P & D Oliver C. Turner states: On June 8, 1966, at 11:00 a.m., I
Dispute was notified not to report to work. At 7:30 p.m. I was called
into work to report at 8:00 p.m. My regular bid job is from
1:30 p.m. to 10:00 p.m., Monday thru Friday. The trailer
that I worked that night came into Denver at 1:30 p.m., 6/8/66,
the time I go to work.

Case #16.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC August 3, 1966.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2758 Goldstein Transportation

P & D Lee Gonzales states: Failed to ask me to go to work Saturday
Dispute and worked somebody else with less seniority. On 24th day
of September., on one day - October, 1966.

Case #7.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC January 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2759 Santa Fe Trail Transportation Company

P & D Robert L. Hall states: On October 21, 1966, there was an
Dispute eight o'clock man used on a ten thirty job also this person has
a regular eight o'clock shift bid job. My complaint is that no
one from the 12:30 shift was called in to fill the 10:30 job
that was open.

General procedure has always been that a man from the 12:30
shift was called in to fill the 10:30 job. This has always been
past practice and I cannot understand why it was not followed
thru this time.

Case #16.

JSC Motion: None given.

Deadlocked Colorado - Wyoming JSC January 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2760 United-Buckingham Transportation Co.

P & D James S. Swartout states: On October 8, 1966, Saturday an
Dispute over-time day, the Company used 3 casuals. I am seniority man
and was not called to work. I was available.

Case #44.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 2, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2761 United-Buckingham

P & D Alfred G. Chicoine states: On October 8, 1966, the Company
Dispute called in 3 casuals instead of calling in seniority men. Casuals
(labor) have never been used on Saturday before.

Case #45.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 2, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2762 United-Buckingham

P & D Kenneth W. Shumate states: I had my wife call in sick on October
Dispute 20, 1966 as I was ill on that day. When she called the Company
they demanded that I go get a doctor's slip to return to work. I am
asking 2 hours pay as I had to get up and go to the doctor. I have
had bad sinus which comes up periodically, which causes me to lose
a day once in a while. Other men were off sick the same day as I
was but none were asked to bring a doctor's slip to return to work.
I feel in demanding the doctor's slip the Company has it in for me,
that is why I am asking for the 2 hours pay to and from the doctor;
1:30 to 4:00 p.m. on October 20, 1966.

Case #31.

JSC Motion: None given.

Deadlocked Colorado - Wyoming JSC November 30, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2763 United-Buckingham

P & D Paul Diltz states: On October 8, 1966, Saturday, an over-time
Dispute day, Company called in casuals and I was available for the work .
I claim 8 hours at time and one-half.

Case #47.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 2, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
2-7-2764

Local 57, Eugene, Oregon, and
McCracken Brothers

P & D
Dispute

Local 57 is requesting one day's pay for Loris Everton who was
not worked on Saturday, September 17, 1966 and a junior
employee was worked.

Case #805.

JSC Motion: None given.

Deadlocked Oregon JSC November, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
2-7-2765

Local 81, Portland, Oregon, and
McCracken Brothers

P & D
Dispute

Local 81 is in dispute with McCracken Brothers. On October 10/66 Kirk McCracken, Terminal Manager sent all but one regular employee home. K. McCracken physically performed work covered by the bargaining unit, thereby depriving a seniority man loss of overtime.

Case #803.

JSC Motion: That Union's position be upheld.

Deadlocked Oregon JSC November, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-7-2766 McCracken Brothers

P & D Employees Yackley and Zimmerman have 10:30 a.m. bid
Dispute starting times. Employee Zimmerman is junior in seniority
to Yackley and was called to work at 9:30 a.m. on November 30/66.
Yackley who by his seniority should have been put to work
instead of junior employee Zimmerman.

The Union is requesting one hour at the over-time rate.

Case #836.

JSC Motion: That Yackley be paid one hour at the over-time
rate.

Deadlocked Oregon JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-7-2767 O.N.C. Fast Freight

P & D The Union's position is that premium days (Saturday) is allocated
Dispute to employees by their seniority, specifically stated in the
Pick-Up & Delivery Supplemental Agreement. Union further
contends that because the Company designates an employee as
a leadman does not give that employee any super seniority with
respect to premium days worked.

The Union contends that employee Ralph Palmer has done this
type of work before and is qualified to do this type of work as
was admitted by Dock Foreman to Union representatives and
should therefore be compensated in the amount of money earned
by junior employee Philpott who worked on the day in question.

Case #831.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2768 California Motor Express

P & D We are protesting the use of casuals, since date of November 1, 66,
Dispute who have been used to replace fourteen (14) persons laid off at
California Motor Express, Ltd. The names of the persons laid
off, together with the names of the persons working as casuals,
will be presented at the time of hearing of this case.

Case #SC-1-7-8577.

JSC Motion: That the claim of the Union be allowed.

Deadlocked Southern California JSC January 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 2-7-2769 Citizens Warehouse Trucking Company

P & D Seniority violation on the following dates:
 Dispute

<u>Date</u>	<u>Bob Started</u>	<u>Jim Started</u>	<u>Total Hours</u>
10/5/66	6:30 a.m.	4:30 a.m.	2
10/6/66	6:30 a.m.	5:30 a.m.	1
10/13/66	6:30 a.m.	5:30 a.m.	1
10/15/66	Bob did not work - Barney, Mach.		8
10/18/66	6:00 a.m.	4:30 a.m.	1-1/2
10/19/66	6:30 a.m.	5:00 a.m.	1-1/2
10/20/66	7:00 a.m.	5:00 a.m.	2
10/21/66	6:30 a.m.	5:00 a.m.	1-1/2
10/25/66	6:30 a.m.	4:30 a.m.	2

Total hours - 20-1/2 at time and one-half, for a total claim of \$110.39.

Case #SC-12-6-8377

JSC Motion: That the position of the Union be upheld.

Deadlocked Southern California JSC December 8, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2770 City Transfer, Inc.

P & D CASE #8579 - (Alexandre) - The Company is starting junior
Dispute people ahead of the senior people. On 12/3/66 they started a junior
man at 6:30 a.m., one hour before the senior man. This is a claim
for one hour at time and one-half, for a total claim of \$5.38.

CASE #8580 - (Alexander Fink) - On December 12, 1966, Herb
Davis a junior man started at 5:30 a.m., 3 hours before Fink's
start time, both have a start time of 8:30 a.m. This claim is
for 3 hours at time and one-half (\$15.59).

CASE #8581: - Wm. Campbell) - On Tuesday, December 6, 1966,
Herb Davis, a junior man started at 6:00 a.m., 2-1/2 hours
before William Campbell start time. Claim is for time and one-half
(\$13.46).

CASE #8582 - Brose Leach) - On 12/12/66, R. McShane, a
junior man and with the Company over thirty days, started at
7:00 a.m., one and one-half hours before my regular start time.
This claim is for \$7.80.

Cases No. SC-1-7-8579 - 8580 - 8581 - 8582.

JSC Motion: That based upon the Rider Agreement between the
parties, the claim of the Union is denied.

Deadlocked Southern California JSC January 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 2-7-2771 City Transfer, Inc.

P & D
 Dispute

CASE #8199: - On 8/11/66, a junior driver (Leach) with an 8:30 a.m. start time was called in at 6:30 a.m. and worked till 6:00 p.m. Averitt being the senior man came in at his regular bid start time of 7:30 a.m. and worked till 5:00 p.m. This claim is for the difference in pay of 2 hours at time and one-half - \$10.77.

CASE #8200: - This member being a senior employee and a start time of 7:30 a.m. and punched out at 6:30 p.m., September 7, 1966. A junior employee was brought in at 6:30 p.m. and punched out at 7:19 p.m. We are claiming the difference in pay for this day which is 2 hours at time and one-half. Total claim \$10.77.

CASE #8202: - On the following dates, a junior member was brought in ahead of me:

9/28/66	Leach	6:00 a.m. until 8:14 p.m.	- 3-1/2 hrs.
	Ike	7:30 a.m. until 6:19 p.m.	
9/29/66	Leach	6:00 a.m. until 5:33 p.m.	1-1/2 hrs.
	Ike	7:30 a.m. until 5:39 p.m.	
9/30/66	Leach	7:00 a.m. until 6:00 p.m.	2-3/4 hrs.
	Ike	7:30 a.m. until 4:15 p.m.	
			<hr/>
			7-3/4 hrs. at
			O.T. H.D. rate
Total Claim - \$41.74			

Cases No. SC-11-6-8199 - 8200 - 8202.

JSC Motion: Based on Rider #277 the claim of the Union be denied.

Deadlocked Southern California JSC November 9, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2772 Commercial Transfer

P & D This member was put on layoff 2/22/65, and since this time,
Dispute the Company has hired at least two other drivers without giving
 this member the proper chance of coming back to work. This
 claim is for all days he did not work and junior people did work
 in his place. Total of this claim, \$5,987.52.

Case #SC-1-7-8585.

JSC Motion: That the claim of the Union be denied.

Deadlocked Southern California JSC January 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2773 Consolidated Freightways

P & D This claim is for using a junior man to Golden before calling
Dispute him in, and violating his seniority. All pertinent facts will be
brought to the attention of the committee at the time of hearing.
This claim is for a total amount of \$64.68.

Case #SC-1-7-8589.

JSC Motion: That if the record shows the hostler was dispatched
before the heavy duty men, the claim of the Union is allowed.

Deadlocked Southern California JSC January 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 208, Los Angeles, California, and
2-7-2774 Delta Lines

P & D CASE #8212: - Local 208 on behalf of Virgil C. Harsh claims 2
Dispute hours loading time from date of October 5/66, for each day that
Company continues to use a 4-hour casual for purposes inconsistent
with stipulations of the Freight Agreement as defined in Article
48, Section 5.

CASE #8213: - Local 208 on behalf of Harry Hanson and other
senior employees with common complaint (R. C. Provty, John P. Soto,
Hector Dario, Charles Keller, Robert S. Tyler, Joe M. Serna,
Larry Tilton, Floyd J. Ruiz, Sr., Abe Steinberg, and A. V. Grelyak)
claim entitlement to \$207.90 per employee representing 2 hours
premium time per day from 10/3/66 through 10/28/66. Grievance
stems from Company's refusal to allow complainants to come in
ahead of schedule 10 o'clock shift for purposes of loading their
trucks in preference to "Casuals" who are used solely for purposes
of depriving regular employees of overtime work opportunities
which were historically performed by "Regulars".

Cases #SC-11-6-8212 and 8213.

JSC Motion: Based on the facts presented, the claims of Virgil
Harsh and Harry Hanson and others named in complaint are allowed.

Deadlocked Southern California JSC November 10, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2775 Exley Express

P & D This member has a seniority date of 9/28/64, and is a bobtail
Dispute driver. He has driven tractors with trailers in the yard, and yard
 hostler. The Company has refused to give this member a chance
 to qualify. This member is now put off on layoff, and has
 seniority over five or six men.

The position of the Local 208 is that this Company give this
member a chance to qualify and if not, that he be given a chance
at some other yard for a fair chance to qualify, as Local 208
does not feel he will be given this at his yard.

Case #SC-11-6-8216.

JSC Motion: That if Reynaldo Gonzales can produce a Class One
license, he shall be given bid work in accordance with his seniority.

Deadlocked Southern California JSC November 10, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2776 Exley Express, Inc.

P & D WHEREAS, on the date of August 19, 1966 after their tour of
Dispute duty, the following identified employees were compelled to wait
 for the period of time indicated, in order to receive their paycheck.
 For, and on behalf of each such employee, the Local Union
 claims premium pay for all such time involved.

The names of the employees and the specific amounts of time
involved is hereby set forth as follows:

(1)	Manuel Beltran	7-1/2 hours
(2)	Reynaldo Gonzales	4-1/2 hours
(3)	Lennzo Esparaza	4 hours
(4)	Mark Kerr	4 hours
(5)	Louis Younger	4-1/2 hours
(6)	John Hernandez	2 hours
(7)	David Ventura	6 hours
(8)	Daniel Saldana	6 hours
(9)	Frank Fixel	4 hours
(10)	Richard Perez	2 hours

Case #SC-1-7-8594.

JSC Motion: That the claim of the Union is allowed.

Deadlocked Southern California JSC January 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 2-7-2777 Griley Security Freight Lines

P & D Local 208, on behalf of Coleman Hutton, and other senior drivers
 Dispute personnel, protests Company's method of cancelling out work
 opportunity which was historically performed by Griley drivers.

Objection is raised because it is contended that the Company is
 breaching the sub-contracting provision of the contract, as well
 as violating the work jurisdictional clause as defined in Article 32.

Case #SC-12-6-8396.

JSC Motion: That based on the facts presented, the Company
 is subcontracting with Air Land Express, the claim of the Union
 is allowed.

Deadlocked Southern California JSC December 8, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2778 Milne Truck Lines

P & D Local 208 on behalf of Fred Russell, claims entitlement to 8 hours
Dispute pay for November 2, 1966 when he reported for work a half hour
late, and was disallowed the opportunity to clock in.

Case #SC-12-6-8410.

JSC Motion: That based on the facts presented, the claim of
Fred Russell is allowed.

Deadlocked Southern California JSC December 8, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2779 Milne Truck Lines, Inc.

P & D Local 208, on behalf of Harrison Downey, Jr., claims the
Dispute equivalent of 4 hour earnings accorded casuals on the dates of
October 20, 21, 24 and 25, 1966, due to the fact that Downey
requested that the Company allow him to perform the work in
preference to the 4 hour casuals who were hired for the purpose
of depriving regular employees, such as Downey, of work
opportunities.

This claim totals 16 hours for the above listed dates.

Case #SC-12-6-8409.

JSC Motion: That Mr. Harrison Downey be compensated six (6)
hours at 1-1/2 times his regular rate.

Deadlocked Southern California JSC December 8, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2780 Milne Truck Lines

P & D CASE #8226: - Local 208 on behalf of John Hancock and Carlos
Dispute: Huttron claims two hours unloading time for each and every day
Company continued to employ 4-hour casuals for purpose of
breaking out said drivers truck in order to deprive such regular
employees of overtime from date of September 23, 1966.

CASE #8227: - Local 208, on behalf of Willard Bolter, claims
1-1/2 hours additional pay for date of October 14, 1966, when
Company refused to allow him the privilege of unloading his truck,
electing, instead, to use the services of a 4-hour casual hired
for the purpose of depriving regular employees of overtime.

Cases #SC-11-6-8226 and 8227.

JSC Motion: That based on the facts presented, the position of
the Union be upheld. The Company and Union are to examine the
records to determine the amount of monies due.

Deadlocked Southern California JSC November 10, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2781 Panda Terminals

P & D The Local Union contends that on Friday, December 2, 1966,
Dispute Panda Terminals refused to put Lou Jenkins back to work.
Also, on December 6, 1966, the Company again refused to
return Lou Jenkins back to work. We claim one day's pay
at \$3.465 per hour, for the eight hours, totaling \$27.72 per
day, for all days that the Company refuses to put Lou Jenkins
back to work.

Case #SC-1-7-8625.

JSC Motion: That the claim of Lou Jenkins is allowed.

Deadlocked Southern California JSC January 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2782 Santa Fe Trail Transportation

P & D The Union claims that on Saturday, October 1, 1966, the Company
Dispute worked Paul Schrey, a junior man instead of calling the senior
man, John McDaniel. We claim 12 hours at time and one-half
at \$3.59 per hour and time and one-half at \$5.39 an hour for the
12 hours, total \$64.68.

Case #SC-11-6-8239.

JSC Motion: That based on the facts presented, the claim of
John W. McDaniel is allowed.

Deadlocked Southern California JSC November 11, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2783 Smith Transportation

P & D Evan Jones having an established 7:00 a.m. bidded position (Harbor),
Dispute and, whereas, during the period from the inception of this bid,
the employer having maintained a consistent and repeated practice
of relieving Jones prior to the completion of his duties, related
to this bid.

For and on behalf of Jones, the Local Union requests that the
employer be directed to refrain from the above stated practice.
The Local Union further requests that Jones be compensated in
the amount he would have earned had he been correctly worked
during the period set forth herein.

Case #SC-11-6-8242.

JSC Motion: That the claim of Evan S. Jones be allowed.

Deadlocked Southern California JSC November 11, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2784 Union Pacific Motor Freight

P & D On Friday, November 11, 1966, at 3:05 p.m., Jameson was
Dispute in the yard at the same time as Richard McLaughlin. Both
 filled out their paper work and handed it in at the same time.
 The dispatcher Johnson then dispatched McLaughlin, a junior
 man in seniority to Jameson, out to Wen Mac Company in West
 Los Angeles and held Jameson in the yard until 4:00 p.m. and then
 sent him home which is the end of the 8 hour shift. Both have
 the same starting time, 7:30 a.m. When Jameson asked Johnson
 about the dispatch, he was told that he was not in the yard when
 the junior man was dispatched. Johnson then stated to Jameson
 that he should file a grievance. This claim is for the hours of
 4:00 p.m. to 7:19 p.m., in the total amount of \$17.33, which
 is the amount made by McLaughlin on said date during said time.

Case #SC-1-7-8643.

JSC Motion: That based on the facts presented, the claim of
R. J. Jameson is allowed.

Deadlocked Southern California JSC January 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2785 Union Pacific Motor Freight

P & D Local 208 states there was an improper dispatch on November
Dispute 28, 1966. All pertinent facts will be brought to the attention
of the committee at the time of hearing.

This claim is for a total of \$9.33

Case #SC-1-7-8646.

JSC Motion: That the claim of Joe Salazar is denied.

Deadlocked Southern California JSC January 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2786 Union Pacific Motor Freight

P & D On Tuesday, November 29, 1966, at 2:57 p.m., I was told to
Dispute punch out. I asked dispatcher, Warren Johnson, if there was
anything else and he said no. I went outside and sat in my car;
at this time, there was a lease driver hooking up to a van.
At 3:09, lease driver (Warren) Truck No. P5 walked into office
to get his bills. At this time, I went to the phone and called
Local 208. The dispatcher heard this so he told the lease driver
to drop the van and give it to M. Cabello, one of our drivers
who is junior to me. He punched out at 6:00 p.m. I was
deprived of this overtime deliberately. This claim is for a
total of three (3) hours overtime, for a total claim of \$16.17.

Case #SC-1-7-8647.

JSC Motion: That since Cabello was on straight time, the claim
of Joe Salazar is denied.

Deadlocked Southern California JSC January 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2787 Western Gillette

P & D The Company is abolishing Run #130-4 with a starting time of
Dispute 9:30 a.m. The man that bid the run is on vacation. The
position of Local 208 is that if there is work being performed,
it should not be abolished.

Case #SC-11-6-8264.

JSC Motion: That based on the facts presented, the position of
Local 208 is denied.

Deadlocked Southern California JSC November 11, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 2-7-2788 Western Gillette

P & D
 Dispute

(1) The Company claims the original effective date of the annual bids are in January. The Union claims the last two years the bid was in March, and therefore the bid time should remain as March of each year.

(2) The runs that are bid are by area bids and three and four men will be bid into the same area. The Company claims they will not have regular stops and only by a call-in basis.

The Union claims each man is to have a bid run and regular stops on his run. Any stop that is three or four times per week, or five times per week is a regular and not to be given out to whichever driver the Company chooses. Also, on the bid sheet is "AS DIRECTED" which means the drivers would all be shag men with no runs or positions.

Case #SC-12-6-8449.

JSC Motion: That the position of the Union be upheld.

Deadlocked Southern California JSC December 9, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case Local 208, Los Angeles, California, and
2-7-2789 Western Gillette

P & D This grievance is filed in regards to this member's Company
Dispute seniority for vacation time. He was hired as of 2-11-47 and
worked under Local 495. On 7-20-65 he transferred to Western
Gillette, Local 208. Before transferring, he was told by both
Local Unions, he would not lose Company seniority for the purpose
of vacation time, now the Company claims he is a new hire.

Case #SC-11-6-8266.

JSC Motion: That based on the facts presented, the seniority
date of Burl H. Love is 2-11-47 for vacation and fringe benefits.

Deadlocked Southern California JSC November 11, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2790 Western Gillette

P & D There is a protest of the new drivers work sheet in the line
Dispute of coffee breaks and lunch time designated on this sheet.

Case #SC-1-7-8653.

JSC Motion: That the protest of the Union be denied.

Deadlocked Southern California JSC January 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2791 Western Gillette

P & D On 12-14-66, Rocco hurt his thumb in the late evening. On
Dispute 12-15-66 he reported for work and after working for a while,
his hand started hurting and they took him to the hospital and
found it was broken. Company marked on his card no pay for
the day. This claim is for 8 hours pay - \$27.72.

Case #SC-1-7-8657.

JSC Motion: That the claim of Rocco Simmarino be allowed.

Deadlocked Southern California, JSC January 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2792 Los Angeles-Seattle Motor Express

P & D
Dispute

The Los Angeles-Seattle Motor Express Company has employed casuals (6 men for 12 - 13 - 11 - and 10 days) in one month. This has been going on since July thru October, 1966. The Local Union met with Vick Watkins, Oscar Neilson and Dexter Thomas on 11-14-66. The Local Union feels that this is in violation of contract due to the fact that they used other casuals on days that these men did not work. Local Union 357 feels that this Company should hire at least five (5) more men on day shift.

Case #SC-12-6-8306.

JSC Motion: That the claim of the Union be upheld.

Deadlocked Southern California JSC December 7, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2793 Milne Truck Lines

P & D For and on behalf of Raymond Price: "I feel that if all the work
Dispute Mr. Zimmerman the Supervisor does of ours, it would end up
 to at least one hour every night. He was helping tarp 434,
 Stone, a Local 208 man, was on one side while Zimmerman tied
 down the other. If they had not done this work I would most
 likely have made the overtime. Therefore, I am asking one
 hour overtime in the amount of \$5.38.

Case #SC-1-7-8508.

JSC Motion: That the claim of the employee be denied and the
Company be instructed to comply with Article 38 of the Western
States Area Pick-Up & Delivery Local Cartage and Dock Workers
Supplemental Agreement.

Deadlocked Southern California JSC January 11, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 357, Los Angeles, California, and
2-7-2794 Redway Truck & Warehouse

P & D COMPLAINT BY DAVID H. GOODRICH: "On 10-22-66, Edward
Dispute Cobb, a junior seniority member, was worked (premium day)
at 5701 Districh Blvd. Warehouse. His shift was 8:00 a.m. to
5:00 p.m.. I was not informed of this pending work on Friday,
10-21-66, and was not given the opportunity to work on Saturday.

I am requesting 8 hours pay in the amount of \$42.42."

Case #SC-12-6-8309.

JSC Motion: That based on the facts presented, the claim of
David Goodrich is denied.

Deadlocked Southern California JSC December 6, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2795 Smith Transportation Company

P & D Local Union 357 has requested Smith Transportation Company
Dispute for a list of four (4) hour casuals they have been using for a period
of August, September and October, 1966.

The Company refused to do this, therefore, we are filing this grievance because the Company is not giving us equal opportunity to fill their casual requests and this Company uses a number of four hour casuals five days a week.

We request the JSC instruct Smith Transportation to supply Local 357 with a list of all four hour casuals.

Case #SC-12-6-8314.

JSC Motion: That based on the facts in this particular case, the claim of the Union is allowed.

Deadlocked Southern California JSC December 6, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2796 Transcon Lines - Rivera

P & D Local 357 has requested that Transcon Freight Lines furnish us
Dispute with a list of casuals they have been using for a period from
January 1, 1966 to September 1, 1966. The Company refused to
do this, therefore, we are filing this grievance because the
Company is not giving us equal opportunity to fill their casual
requests and this Company uses a number of casuals 5 days a
week.

We request the Joint State Committee instruct Transcon Lines
to supply Local 357 with a list of all casuals used, also stipulate
why casuals are used, as per Article 3, Section 2, Pick-Up &
Delivery.

Case #SC-12-6-8325.

JSC Motion: That based on the facts in this particular case, the
claim of the Union is allowed.

Deadlocked Southern California JSC December 6, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2797 Valley-Copperstate

P & D COMPLAINT BY McTIER: "From January 17, 1966 to the present
Dispute time (December) my seniority has been violated. I bid 3 axle
 in the yard, and so did Dave Harlow. Company has brought in
 junior men to work 45 minutes each day at premium time,
 therefore, I am claiming all money earned by Dave Harlow
 who is a junior man to me. I am asking 167 hours OT in the
 amount of \$857.92 up to date and also am asking records of
 time cards up to date."

Case #SC-1-7-8518.

JSC Motion: That the claim of James J. McTier be allowed.

Deadlocked Southern California JSC January 11, 1967 .

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2798 Williams Transportation

P & D FOR AND ON BEHALF OF LOCAL 357 MEMBERS: On or about
Dispute 10-1-66, Williams Transportation Company hired a new employee
for swamping on the day shift. This man has swamped for the
Company over 60% of the time. This is a new position and
starting time; it should be posted for bid as per the Union Contract
so all seniority employees will have the opportunity to bid if
they so desire.

Case #SC-1-7-8520.

JSC Motion: That there is not sufficient regularity to establish
a bid position under Article 41, Section 3 (a) of the Western
States Area Local Pick-Up & Delivery Supplemental Agreement.

Deadlocked Southern California JSC January 11, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 483, Boise, Idaho, and
2-7-2799 Garrett Freightlines, Inc.

P & D The Union, on behalf of Mr. Johnson, claims eight hours pay
Dispute for Monday, 12/5/66, contending that a 20% man worked on
that day.

Case #874 (Jan. 67-1).

JSC Motion: That the Union's claim be denied.

Deadlocked Utah-Idaho JSC January 12, 1967.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

Case # 2-7-2800	(L-514)	JACK W. FOLLIS, member of Local 208, Los Angeles, California. Employee of Imperial Truck Lines, Inc. Request is for a period of ninety (90) days, effective November 7, 1966, for the purpose of working as a Dispatcher.
	(L-515)	JOSHUA E. STAGGS, member of Local 208, Los Angeles, California. Employee of T.I.M.E. Freight, Inc. Request is for a period of ninety (90) days, effective November 21, 1966, for the purpose of Supervisory position.
	(L-516)	CHARLES HILL, member of Local 17, Denver, Colorado. Employee of D. C. Trucking Company, Inc. Request is for a period of two weeks, effective December 5, 1966, for the purpose of vacation replacement for City Dispatcher. Note: Previous Leave commencing June 14/65 for a period of 90 days was granted during the August, 1965 JWAC Meetings. Refer to Case #8-5-1988 - L-354.
	(L-517)	RONALD ANDERSON, member of Local 17, Denver, Colorado. Employee of Eastern Express, Inc. Request is for a period of ninety (90) days, effective November 28, 1966, for the purpose of accepting a position as Supervisor.
	(L-518)	N. O. CHAMBERLAIN, member of Local 439, Stockton, California. Employee of Pacific Motor Trucking Company. Request is for a period of ninety (90) days, effective January 1, 1967, for the purpose of accepting position of President with Local 439.
	(L-519)	BILLIE R. DURBIN, member of Local 856, San Francisco, California. Employee of O.N.C. Motor Freight System. Request is for a period of ninety (90) days, effective December 1, 1966, for the purpose of accepting duties which do not fall under the classification of work covered by the contract.
	(L-520)	DICK GINGRICH, member of Local 690, Spokane, Wash. Employee of Helphrey Motor Freight. Request is for a period of ninety (90) days, effective December 7, 1966, for the purpose of accepting position with company as tire and lubrication man.
	(L-521)	WILLIAM E. HOEHN, member of Local 224, Los Angeles, California. Employee of Chipman Truck Co. Request is for a period of ninety (90) days, effective October 17/66 for the purpose of trying mechanic work in our shop.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
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Case # 2-7-2800	(L-522)	<u>JO ANN JOHANNESSEN</u> , member of Local 856, San Francisco, California. Employee of O.N.C. Motor Freight System. Request is for a period of ninety (90) days, effective December 1, 1966, for the purpose of accepting duties which do not fall under the classification of work covered by the contract.
	(L-523)	<u>PHILO HANSON</u> , member of Local 690, Spokane, Wash. Employee of Helphrey Motor Freight, Inc. Request is for a period of sixty (60) days, effective January 9, 1967. No reason given for leave.
	(L-524)	<u>DONALD R. NEELY</u> , member of Local 208, Los Angeles, California. Employee of J. Christenson Co. Request is for a period of thirty (30) days, effective December 1/66 for the purpose of relieving for vacations for dispatchers.
	(L-525)	<u>VERLE W. PLATT</u> , member of Local 961, Denver, Colorado. Employee of D.C. International, Inc. Request is for a period of ninety (90) days, effective October 9/66 for the purpose of accepting a non-covered position (safety Supervisor).
	(L-526)	<u>FRANCIS O'RILEY</u> , member of Local 439, Stockton, Calif. Employee of California Motor Express. Request is for a period of ninety (90) days, effective January 1, 1967, for the purpose of becoming a Business Agent.
	(L-527)	<u>WALTER SNYDER</u> , member of Local 357, Los Angeles, California. Employee of D.C. International, Inc. Request is for a period of thirty (30) days, effective January 9, 1967, for the purpose of accepting a Supervisory position.
	(L-528)	<u>ROBERT W. SCHOONOVER</u> , member of Local 208, Los Angeles, California. Employee of Transcon Lines. Request is for a period of ninety (90) days, effective January 9, 1967, for the purpose of assuming the position of Supervisor, Pick-Up & Delivery Dispatch.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
11-6-2629 Helphrey Motor Freight

P & D Local 81 is in dispute with Helphrey Motor Freight with their
Dispute formula of paying over-time to casual employees.

The Company contends that the contract provides for a separate premium for casuals which is paid in lieu of the Health and Welfare benefits and holidays. The casuals are to be paid the regular rate of pay, plus time and one-half for all hours worked over eight in any one day for forty (40) hours in any one week, and that the fifteen (15) cents an hour premium is applicable to all hours which include both straight and over-time hours and that the premium for casuals is not to be increased after the eight (8) hours, but to remain at fifteen (15) cents and that to do otherwise would be applying premium to premium.

The Union contends the fifteen (15) cent per hour casual premium used to be added to the regular rate of pay and that the resulting amount becomes the regular rate for casuals and that the proper over-time rate is one and one-half times that figure.

Case #792.

JSC Motion: That the Union position be upheld.

Deadlocked Oregon JSC September 13, 1966.

November, 1966 JWAC Action:
(Committee for Local Operations) - M/m/s/& Deadlocked that the claim of the Union be allowed.

Note: The Main Committee held jurisdiction of this case until the next JWAC Meeting.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2632 Aetna Freight Lines

P & D On 7-15-66, Aetna Freight Lines had Norman Young, a driver
Dispute on layoff due to lack of work. The Company used a non-unit
driver by the name of Wade Hyde to deliver a load on that day.
I am claiming a day's pay for July 15th, at \$3.59 per hour -
8 hours at \$3.59 - Total claim \$28.72.

Case #SC-9-6-7907.

JSC Motion: That the position of the Union be upheld.

Deadlocked Southern California JSC September 8, 1966.

November, 1966 JWAC Action: (Committee for Local Operations)
M/m/s/and Deadlocked that the claim of the Union be upheld.

Note: The Main Committee held jurisdiction of this case until
the next JWAC Meeting.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2635 Crescent Truck Lines

P & D On 8-5-66 the Company used an employee who is not a member
Dispute of Local 208 to go and unload a load of cookies at El Cajon.
The **employee's** name is Dale Atherton. We claim 1-1/2 hours
at 1-1/2 times his rate; a total of \$8.07.

Case #SC-10-6-8080.

JSC Motion: That the claim of Gary Schuler be denied.

Deadlocked Southern California JSC October 5, 1966.

November, 1966 JWAC Action: (Committee for Local Operations)
M/m/s/ and Deadlocked that the claim of the Union be upheld.

Note: The Main Committee held jurisdiction of this case until
the next JWAC Meeting.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2642 Western Transportation Company

P & D On Saturday 7-30-66, West Transco, a house account of Western
Dispute Transportation, worked R. Wells instead of calling in Roy
 Serrato, who is a senior man to Wells. Therefore, he is
 claiming 8 hours at one and one-half times at \$3.59 per hour,
 or 8 hours @ \$5.39 - Total claim \$43.12.

Case #SC-9-6-7987.

JSC Motion: That the claim of Roy T. Serrato is allowed.

Deadlocked Southern California JSC September 9, 1966.

November, 1966 JWAC Action: (Committee for Local Operations -
Transcript Page 58 - 11/15/66) M/m/s/and Deadlocked that
the position of the Union be upheld.

Note: When the report of the Committee for Local Operations
was presented to the Main Committee, a request was made to
Postpone this case until the February, 1967 JWAC Meeting.

(This case was also combined and heard with Case #11-6-2643)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2643 Western Transportation Company

P & D On Friday, 7-22-66, Western Transportation laid Samuel
Dispute Allender off and brought in Wilbur Wilson, junior man on a
West Transco account. He claims 8 hours pay at \$3.46-1/2
hour. For the 8 hours - Total claim \$27.72.

Case #SC-9-6-7988.

JSC Motion: That the claim of Samuel Allender is allowed.

Deadlocked Southern California JSC September 9, 1966.

November, 1966 JWAC Action: (Committee for Local Operations -
Transcript Page 58 - 11/15/66) M/m/s/and Deadlocked that
the position of the Union be upheld.

NOTE: When the report of the Committee for Local Operations
was presented to the Main Committee, a request was made to
Postpone this case until the February, 1967 JWAC Meeting.

(This case was also combined and heard with Case #11-6-2642)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
8-6-2540 Universal Transport System

Cement
Dispute

Case #C-56-11: - Driver Joseph Fonseca worked hauling aggregates from Centerville area, Alameda County, to Pacific Ready Mix Company, Mountain View plant. He was paid \$3.15 per hour line, straight time hourly rate in place of \$4.14 per hour, bunker to bunker rate as per Appendix 'A' of the current Ready Mix Bldg. Materials Contract. On 3-23-66, Fonseca had in 9-1/2 hours, 3-24-66, 10-1/4 hours, and 3-25-66, 10-3/4 hours. Fonseca was paid \$43.66 short. Union asks that Fonseca be paid and all other drivers so employed be paid the proper rate as per Contract.

Case #C-56-12: - On 2-17-66, 3-28-66, and 4-6-66, driver Ed Haven was assigned to haul aggregates, sand and/or gravel into Pacific Ready Mix Plant on the Peninsula from bunker at Niles. He was paid the cement haulers supplement rate of \$3.36 straight time instead of the Building Materials rate of \$4.14 per hour, plus \$6.21 over-time for any hours in excess of eight (8) hours per day. Haven was paid \$33.79 short. Local Union asks that the driver be paid the difference due him as per the contract.

Case #C-56-13: - Driver Elmer Hitchcock hauled aggregates on March 21, 29, and 31, 1966, and was paid \$3.15 per hour straight time. Bunker to bunker or inter-plant rate is \$4.14 per hour and time and one-half after 8 hours. Universal paid \$98.43 gross. Amount short is \$45.95. Union asks that Universal Transport be ordered to pay the scale for this work performed as per contract.

Case #C-56-14: - Driver Barney J. Bonacorso hauled aggregates on February 18 and March 30, 1966, into Pacific Ready Mix Co. and was paid \$3.15 per hour straight instead of the bunker to bunker rate of \$4.14, plus over-time over 8. Bonacorso earned \$92.63, was paid \$63.78 - short \$28.85. Union demands that Universal Transport be ordered to pay the scale for this work performed as per contract.

Parties agreed to hear above four cases as one.

JSC Motion: That the Union's claim be upheld.

Deadlocked California Valley JSC May 25, 1966.

August, 1966 JWAC Action: Postponed.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
 8-6-2559 Willig Freight Lines

Joint Willig drivers spot vans at Fluor Company for loading by Fluor
 Council 7 employees.
 Dispute

Local 980 Willig drivers must do the loading or stand-by if
 Fluor employees do the loading.

Summation of Employer Position: Fluor either loads and takes
 in excess of 24 hours (ref: Article 45, Section 2 (a) (3) but in all
 cases, even if less than 24 hours, Fluor Company maintains
 that Fluor employees must do the loading due to the nature of
 the commodity - special order water towers (KD).

Case #LD-2367.

Joint Council #7 Labor-Management Committee Motion: That
 based on the facts presented, Article 45, Section 2 (a) (4) applies.

Deadlocked Joint Council #7 Labor-Management Committee
 June 16, 1966.

November, 1966 JWAC Action: If Willig can prove to this committee
 with proper evidence that he has been doing this for the period of
 time that he claims, his position be upheld based on the Haslett
 decision from the National Committee. The practice we are talking
 about is the dropping of unattended trailers at Fluor Company.
 (This committee to retain jurisdiction until the next JWAC Meeting
 if not settled).

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 70, Oakland, California, and
8-6-2585 Navajo Freight Lines

Joint Union Position: Man should be paid a days pay when Company
Council 7 refused to use him after dispatch from Hiring Hall as casual.
Dispute

Employer Position: Man was used on prior date. Company
sent letter to hall requesting that he not be dispatched again,
therefore he was refused when the hall dispatched him on a
subsequent date.

Case #LD-2405.

Joint Council #7 Labor-Management Committee Motion: That
the claim of the Union be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
July 21, 1966.

August, 1966 JWAC Action: Postponed.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # O.N.C. Fast Freight, and
11-6-2648 Local 741, Seattle, Washington

Master The Company wishes to protest the action taken by Teamsters
Dispute Local 741 by means of their letter dated June 27, 1966 addressed
to Robert R. Congdon and other employees of O.N.C. regarding
lead men.

Case #1444 (C).

JSC Motion: That this committee does have jurisdiction over
this case and that case be heard.

Deadlocked Washington JSC October 19, 1966.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Local 70, Oakland, California, and
11-6-2650 California Motor Express

Joint
Council 7
Dispute

Summation of Union Position: If the Company uses a heavy duty driver from the Hiring Hall, then either -

- (1) The senior bobtail driver who is qualified for HD should be given the HD work (the hall man getting the bobtail work).

- OR -

- (2) The senior bobtail driver who is qualified for HD can be left on the bobtail job but must be paid the heavy duty rate of pay.

Summation of Employer Position: That when a permanent position becomes open the Company will offer that position to the other employees on the basis of seniority. This does not apply to day-to-day use of casuals who are used as replacements for absenteeism, etc., as is the case here.

Case #LD-2461.

Joint Council #7 Labor-Management Committee Motion: That the company is instructed to comply with Article 39 (5) when a permanent position becomes open.

Deadlocked Joint Council #7 Labor-Management Committee
August 18, 1966.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
11-6-2658 Transcon Lines

Joint On weekends (Saturday & Sunday) Company refuses to put hostler
Council 7 on duty to hostile line equipment. Union requests day's pay for
Dispute each shift that this was done and for the Company to put local
Interpre- people on this job in the future. Pay to be for man on a wheel
tation basis as practice.

Employer Position:

Records indicate there is no need for a hostler on weekends.

Case #LD-2467.

Joint Council #7 Labor-Management Committee Motion: That
due to the fact this case involves sleeper drivers, this case is
referred to the JWC for interpretation. Motion Carried.

Joint Council #7 Labor-Management Committee date of action,
September 1, 1966.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Local 70, Oakland, California, and
11-6-2659 Wells Cargo

Joint
Council #
Dispute

Union requests pay for Local 70 men when Reno based driver make up and break up their equipment and fuel their tractors in the Berkeley yard. Union requests 2 days pay for 8/9/66; day's pay for August 3rd when line driver dropped and hooked his own trailer; day's pay for August 2nd when line driver dropped and hooked his own trailer; day's pay for August 3rd when line driver fueled his own tractor.

Employer Position:

Line drivers may perform this work under the line agreement (they receive local pay when they do this work) when done outside the normal hours of the terminal)

Cases Number LD-2498 - 2499 - 2500 - and 2501.

Joint Council #7 Labor Management Committee Motion: That the Union claim be upheld provided the terminal was open.

Deadlocked Joint Council #7 Labor-Management Committee
September 1, 1966.

November, 1966 JWAC Action: Postponed.

*settled & withdrawn
per CMack*

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
11-6-2689 Milne Truck Lines

O-T-R Local 224 on behalf of Harold Andrews is asking the difference
Dispute in pay between a Las Vegas and a Phoenix trip through misdispatch
in the amount of \$24.02 - (8-9-66).

Case #SC-10-6-8014.

JSC Motion: That based on the facts presented, there was no
violation of the dispatch rules, therefore, the claim of Harold
Andrews is denied.

Deadlocked Southern California JSC October 3, 1966.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 839, Pasco, Washington, and
11-6-2707 Consolidated Freightways Bulk

Tanker Maintenance of Standards in regards to having a mechanical
Dispute cooling system or an air conditioning in all sleeper cabs 1964
or newer, as in old agreement.

The Union position is: That all equipment 1964 or newer either
have air conditioning or mechanical cooling system. (Filed under
Article 6, Master Freight Agreement)

Case #1473 (U).

JSC Motion: That the Company is complying with the claimed
maintenance of standards.

Deadlocked Washington JSC August 17, 1966.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 980, Santa Rosa, California, and
11-6-2711 Willig Freight Lines

Joint Provisions of Article 45, Section 2 (a) (4) do not apply in the
Council 7 loading process at Morgan Wood Casket Company.
Dispute

Union claims a day's pay for Larry Wilson, Harvey Griggs, and Bill Christian when on three different occasions the Company spotted boxes at Morgan Wood Casket Company. The Union claims a driver should be left in attendance.

Cases No. LD-2420 - 2422, and 2423.

Joint Council #7 Labor-Management Committee Motion: That the Union position be upheld due to the facts presented in this case.

Deadlocked Joint Council #7 Labor-Management Committee August 4, 1966.

November, 1966 JWAC Action: Committee will retain jurisdiction.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Local 70, Oakland, California, and
11-6-2725 Navajo Freight Lines

Joint Council 7 On September 15, 1966, a Navajo sleeper team came to Oakland,
Dispute dropped trailer. They bobtailed to South San Francisco, picked
up an empty reefer, and returned to the Oakland yard to fuel.
They then proceeded to Modesto.

Claim a day's pay for man on layoff or man out of Hiring Hall.
The reefer van should have been picked up by a local driver,
or, if picked up by the sleeper team, they should not have
returned to the Oakland yard.

Employer Position: Sleeper team returned to fuel although
dispatch was Oakland to South San Francisco to Modesto. No
freight handled. Also South San Francisco is not in 70's
jurisdiction.

Case # LD-2573.

Joint Council #7 Labor-Management Committee Motion: That
the Union request be granted.

Deadlocked Joint Council #7 Labor-Management Committee
October 20, 1966.

November, 1966 JWAC Action: Based on the fact that the line
drivers were instructed to pick the box at South San Francisco
and go directly to Modesto and load, that the claim be denied.
If they were instructed to return to the terminal, the claim is
allowed. The Company is also instructed to produce the records
to determine the decision in this case. And if it can't be decided
on that basis, this committee will retain jurisdiction.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Local 468, Oakland, California, and
11-6-2731 Pacific Intermountain Express

O-T-R Pay claim for Hilburn and Algire. Union claiming 15-1/2 hours
Dispute runaround at Chicago because a Chicago team was dispatched
to Oakland with a load before the Oakland team.

Case #CB-1920.

JSC Motion: That the position of the Union be upheld.

Deadlocked California Bay JSC October 18, 1966.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 556, Walla Walla, Washington, and
11-6-2732 Garrett Freight Lines

O-T-R Violation of Article 54 Western States Area Over-The-Road
Dispute Supplement Agreement. On October 1, 1966, a Garrett sleeper
from Pocatello dropped two trailers at Walla Walla; picked up
two empty trailers to Wallula (Boise Cascade Paper Mill) where
they picked up two trailers loaded for Seattle loaded with K. D. 's.
Arrived 2130 on 10/1/66 in Seattle. Request pay in the amount
of a Yakima turn.

Case #1523 (U).

JSC Motion: That inasmuch as the Walla Walla bid run driver
was not deprived of any bid work, then under Article 54 this
load did constitute over-flow freight, the claim of the Union be
denied.

Deadlocked Washington JSC October 19, 1966.

November, 1966 JWAC Action: In view of the fact that the Company
and the Union have agreed to go back and check the records, the
case will be remanded back to them on that basis for settlement.
If they can't agree, the case is subject to being refiled back here.

Parties have met and discussed case.
Parties have also corresponded.
Unable to resolve issue. Refiling case in accordance with
JWAC instructions.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
11-6-2733 Pacific Intermountain Express

O-T-R On 9-9-66 a Chicago based sleeper team was dispatched out of
Dispute Seattle via Denver, Colorado with the final destination of load
being Wichita, Kansas. It is the position of Local 741 that this
is an improper dispatch and Mattson and Smalley, a Seattle
team, should be compensated the proper amount for being
runaround by this team. (Filed under Article 54, O-T-R.
Supplemental Agreement).

Case #1529 (U).

JSC Motion: That this case be referred to the JWAC since
a question of interpretation of a decision of the Change of
Operations Committee is involved. Motion Carried.

November, 1966 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 980, Santa Rosa, California, and
11-6-2735 Willig Freight Lines

Joint Vans are dropped and Fluor employees are loading rather than
Council 7 men working under the Agreement. Union requests day's pay
Dispute for Larry Foster and that local freight men stay with vans while
they are being loaded and/or unloaded.

Employer Position: Dropping of vans is beyond the control
of Willig and therefore the loading is performed by employees
of Fluor.

Case # LD-2618.

Joint Council #7 Labor-Management Committee Motion: That
based on the facts presented, Article 45, Section 2 (a) (4)
applies.

Deadlocked Joint Council #7 Labor-Management Committee
October 20, 1966.

November, 1966 JWAC Action: If Willig can prove to this committee
with proper evidence that he has been doing this for the period
of time that he claims, his position be upheld based on the Haslett
decision from the National Committee. The practice we are
talking about is the dropping of unattended trailers at Fluor Company.
(This committee to retain jurisdiction until the next JWAC
Meeting if not settled).

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2801 McCracken Brothers

O-T-R Union contends that on December 22, 1966, Maddox called the
Dispute dispatcher at 13:30 hours and told dispatcher his jury duty was
ended and that he was available for work. The Union further
contends that because Maddox was not sent out in his seniority
position on December 22, 1966, he be compensated in the amount
that was earned by the junior man who was dispatched on the
line trip.

Case #833.

JSC Motion: That the Union's position be denied.

Deadlocked Oregon JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2802 O.N.C. Fast Freight

O-T-R The Union contends the Company is in violation of Article 53,
Dispute Section 7, paragraph (b) of the Over-The-Road Agreement. Thommen's
mandatory eight hour rest was completed at 0700 on October 30, 1966
and that he was ready and available to report for work at Medford,
Oregon. When he finally was called to report to work at 1115, he
was dispatched to Portland with empty trailers that had been in the
yard since October 29, 1966.

Case #819.

JSC Motion: That the abuse of free time claim be denied.

Deadlocked Oregon JSC December 5, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2803 Portland-Seattle Auto Freight

O-T-R Company requested permission to inaugurate piggy-back service
Dispute between Portland and Seattle and Seattle and Portland. Union
 stipulated certain conditions against such operations. The Company
 then filed a grievance protesting the Union's interpretation.

The position of Local 81 is that there will be no piggy-back operations out of Portland with the exception of empty trailers, without all drivers on Portland - Seattle seniority board working. Local 81 also contends that if empty trailers are piggy-backed into Portland from Seattle for loads to return to Seattle, all drivers must be protected before such trailers are pigged back to Seattle.

Case Number - None given.

JSC Motion: None given.

Deadlocked Oregon JSC October, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2804 Sites Silverwheel Freightlines

O-T-R Local 81 claims runaround pay in the amount of \$26.00 for H.J. Shover
Dispute who was not dispatched in his rightful position as bid run driver
on Pendleton-Portland run at a time when a driver was dispatched
from Portland to Enterprise with a Pendleton drop.

Union contends at a time when it had agreed to the inauguration of
a Portland to Enterprise run, that it had done so with the assurance
that such a run would not interfere with or affect the already
established bid position between Portland and Pendleton or any
other established divisions.

Case #828.

JSC Motion: None given.

Deadlocked Oregon JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2805 Sites Silver Wheel Freightlines

O-T-R Local 81 claims \$14.64 runaround pay for bid run driver Ralph
Dispute Stephenson, which is the difference in pay between a Portland -Baker
run and a Portland-Pendleton run.

The Union relied upon Joint Western Committee, Change of Operations Case #8-6-2580 and contends the Company had been granted a Portland to Ontario division based upon the assurance that the inauguration of that schedule would not effect those drivers on any other bid position. The Union contended that in the incident involved that the complainant had been cancelled on his bid run at a time when the Ontario schedule had operated, with a Baker drop and that the complainant had been forced to pull an extra board schedule to Pendleton, thereby lessening his earnings by \$14.64.

Case #827.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2806 United-Buckingham Freight Lines

O-T-R The Union contends that in the past the Company historically paid
Dispute cab fares. Since their move to the new terminal in Spokane which
is farther out, the Company has refused to pay cab fares to the
drivers. The new terminal is six-tenths of a mile to the nearest
public transportation and buses run every hour from 8:20 p.m.
till 12:20 a.m. The nearest place to eat from the terminal is
three quarters of a mile, therefore, the Union contends the
Company should continue to pay the cab fares as they have done
in the past and are asking the Company to reimburse the drivers
for cab fares already incurred, and to ~~pay~~ pay the cab fares in the
future.

Case #822.

JSC Motion: That the Union's position be denied.

Deadlocked Oregon JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 85, San Francisco, California, and
2-7-2807 Patek & Co.

Master "Patek & Co. would, by mutual agreement with the Joint Area
Dispute Committee, waive provisions of Article 60, Section 1, dealing
 with pay periods for permanent teamster employees as follows:

"Amend this section to end pay periods for Patek & Co. teamster
employees on Monday of each week and Patek & Co. to pay all
teamster employees on Thursday of each week. Casual labor
to be paid per the Master Agreement."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
 * * * * *

Case # Local 150, Sacramento, California, and
 2-7-2808 Delta Lines

O-T-R CV-126-1524 - Union claims \$104.00 due driver Harry Jones
 Dispute due to improper dispatch on November 24, 1966.
 CV-126-1532 - Union claims \$104.00 for G. S. Miestrell due to
 improper dispatch on November 10, 1966.

(Mutually agreed by parties to hear above two cases as one case)

Union claims originally Sacramento handled Sacramento gateway to Los Angeles. Company then put on ten more bid runs from the Bay Area going to Los Angeles. Company, at start of this operation, claimed Sacramento men would handle from Sacramento. Union claims pay for men that Oakland men ran around.

Company claims they have not changed their position that the four bid Sacramento to Los Angeles runs were protected and extra Sacramento men are used when necessary.

Cases No. CV-126-1524 and 1532.

JSC Motion: That the claim of the Union in Cases CV-126-1524 and CV-126-1532 be allowed.

Deadlocked California Valley JSC December 28, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 180, Los Angeles, California, and
2-7-2809 Pacific Intermountain Express

O-T-R Local 180 takes the position that P.I.E. owes M. M. Johnson and
Dispute R. Jenkins, 4-1/4 hours pay at the rate of \$3.15 per hour, a
total sum of \$13.44 due each man. On May 16, 1966, this team
was put off duty in Denver, Colorado, waiting for the truck to be
steam cleaned. The load was ready and waiting. Therefore they
should be paid for the time.

Case #SC-1-7-(12-6)-7902.

JSC Motion: That the claim of Johnson and Jenkins are denied.

Deadlocked Southern California JSC January 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 180, Los Angeles, California, and
2-7-2810 Pacific Intermountain Express

O-T-R Local 180 takes the position that the Company owes G. L. Sigars
Dispute a Los Angeles - Salt Lake-Oakland - Los Angeles trip. On
September 14, 1966, the team of Trindell and Sigars asked to take
a by-pass and were told to call dispatch at 8:00 a.m. the next
morning and be placed on the board at that time, they did this.
Mr. Trindell was called between the hours of 4 and 6:00 p.m.
that afternoon. Mr. Sigars was not called, Mr. Trindell reported
at call time and insisted the tape be run to find out if Mr. Sigars
had been called and Mr. Sigars had not been called. The dispatcher
called Mr. Sigars at approximately 11:00 p.m. on September 13/66
and he was not at home. He then called an extra-board man and
sent the extra-board man on the trip. Therefore, Mr. Sigars
is entitled to be paid for the trip.

Case #SC-1-7-(12-6)-8362.

JSC Motion: That the claim of G. L. Sigars is allowed.

Deadlocked Southern California JSC January 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 180, Los Angeles, California, and
2-7-2811 Navajo Freight Lines, Inc., and all Companies

Interpre- Local 180 is asking for an Interpretation of Article 5, Section 6
tation (B) 2 of the National Master Freight Agreement.

It is the position of Local 180 and its membership that any Company re-domiciling from one area to another where the Company transfers men and equipment where that branch terminal division or operation is closed or partially closed and the work of the branch, terminal, division or operation is transferred to another branch, terminal, division or operation in whole or in part, an employee at the closed or partially closed down branch, terminal, division or operation shall have the right to transfer to the branch, terminal, division or operation into which the work was transferred. If regular work is there available.

Such employee, however, shall go to the bottom of the seniority board and shall have the right of job selection only in accordance with his seniority at such terminal.

Navajo Freight Lines, Inc., moved forty (40) men from Albuquerque, New Mexico to Los Angeles, California.

The eighty-four (84) men in Los Angeles was running from Los Angeles to Albuquerque with Chicago freight and Albuquerque freight and Kansas City freight. When the Company requested the re-domiciling of the forty (40) men from Albuquerque to Los Angeles in accordance with Article 5, Section 6 (b) 2, this was approved at the JWAC hearings in San Francisco, California. Since this change, the Company has applied Article 5, Section 6 (E). It is the position of Local 180 that Article 5, Section 6 (E) should apply only, where the transferred men move to another area and pull the freight that was not pulled prior by those domiciled men. Therefore, we are asking for an Interpretation of all Companies regarding the two sections.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2812 Law Express, Inc.

Master This Company is signed to the present Freight Agreement. They
Dispute have had three drivers employed; at present, they have no drivers
employed, but have Pride Transportation doing the work that was
heretofore done by the regular employed drivers. The Company
has never sent in Letters of Hire for the drivers doing this work.
The position of Local 208 is that either the Company hire drivers
to do this work, or give Letters of Hire for the people doing the
work now.

Case #SC-12-6-8408.

JSC Motion: That this case is referred to the Joint Western Area
Committee in accordance with Article 32 of the National Master
Freight Agreement. Motion Carried.

Southern California JSC date of action, December 8, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
2-7-2813 R. C. Napier Trucking

Master The Union claims that Napier Trucking, Inc. is bringing in
Dispute non-unit men from another Local to deliver freight, and taking
this work away from the Local men who are on the seniority list.

We are claiming all monies due, pending going through the
records that these non-unit men earned.

Case #SC-1-7-8610.

JSC Motion: That this case is deemed to be jurisdictional and
is therefore referred to the proper Union tribunal under Article 30
of the National Master Freight Agreement.

Deadlocked Southern California JSC January 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
2-7-2814 Western Manufacturers Service

Interpre- Local 208 contends that employees Willard Peaches and Frank
tation O'Neal are entitled to holiday pay for December 24th, Christman
Day and New Year's day.

Dispute on this issue stems from contrary interpretations of
the meaning of Article 50.

Employer claims right to deny holiday pay through his interpre-
tation of language stipulating: "Any employee bid off or terminated
15 calendar days or less prior to any of the holidays shall receive
pay for that holiday at the time of layoff."

Conversely, the Union contends that the 15 calendar days determines
only the time when the employee is to receive his holiday pay,
that is, that he SHALL RECEIVE PAY AT TIME OF LAYOFF.

The Union further contends that holiday pay is guaranteed the
regular employee under the first sentence of Article 50, i.e.,
"All employees who have been on the payroll of the employer 30
days shall receive pay for holidays."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2815 Consolidated Freightways

Master Dispute The Union contends that Consolidated Freightways has been violating Article 32 of the National Master Freight Agreement by using the services of Barton Truck Lines for pick-up and delivery of freight which could have been and should have been handled by Consolidated employees. The Union contends the Company had been advised that the employees of Barton Truck Lines do not receive the wages, hours and conditions which prevail in the freight industry. The Union contends that since 6-1-64, employees of Consolidated Freightways have been periodically laid off because of lack of work while freight was being picked up and delivered for this Company by Barton Truck Lines. The Union contends that employees who have been laid off during this period of time should be compensated and that employees who would have had overtime opportunities should be compensated for the loss of overtime.

Case #891 (Jan. 67-18).

JSC Motion: That this case be referred to the JWAC .

Utah-Idaho JSC date of action, January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2816 Garrett Freight Lines

Master
Dispute

The Union contends that Garrett Freightlines has been violating Article 32 of the National Master Freight Agreement by using the services of Barton Truck Lines for the pick-up and delivery of freight which could have been and should have been handled by Garrett employees. The Union contends that the Company has been advised that the employees of Barton Truck Lines do not receive the wages, hours and conditions which prevail in the freight industry. The Union contends that since 6-1-64, employees of Garrett have been periodically laid off because of lack of work while freight was being picked up and delivered for this Company by Barton Truck Lines. The Union contends that employees who have been laid off during this period of time should be compensated and that employees who would have had overtime opportunities should be compensated for the loss of overtime.

Case #893 (Jan. 67-20).

JSC Motion: That this case be referred to the JWAC.
Motion Carried.

Utah - Idaho JSC date of action, January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-7-2817 I.M.L. Freight, Inc.

O-T-R The Union claims 4 hours show-up time on behalf of Mr. Cameron,
Dispute contending that his request to be removed from the extra board
hadn't been honored and he hadn't been told that the run he was
called for was an extra board run.

Case #837 (Oct. 66-18).

JSC Motion: That due to the dispute in the facts, the driver
be paid two hours.

Deadlocked Utah-Idaho JSC November 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2818 I. M. L. Freight, Inc.

O-T-R Salt Lake sleeper team, Burke and Brand claim a total of one
Dispute hour pay for taking on nitrogen gas for the preservative equipment
in the trailer. One-half hour is for a stop at North Salt Lake,
approximately 10 miles from the Company's terminal and the
other half hour is for a stop in Council Bluffs, Iowa. It is the
Union's contention that these stops are not the same as "fueling
in route" since the gas is not picked up at regular fuel stops.
It is new equipment and not a substitute for mechanical refrigerating
units.

Case #854 (Nov. 66-8) .

JSC Motion: That the Union's claim be denied.

Deadlocked Utah-Idaho JSC December 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2819 I.M.L. Freight

O-T-R On August 25, 1966, sleeper team Thalman and Edwards broke
Dispute down at approximately 21:15 hours. They spent 8-3/4 hours on
duty with the unit and then were relieved and went to a hotel.
The total time involved in the breakdown was 18-1/2 hours and
the Company paid eight hours, plus an additional 1-3/4 hours
work time.

The Union claims the entire time payable under past practice.

Case #887 (Jan. 67-14) and #888 (Jan. 67-15).

JSC Motion: That these cases be referred to the JWAC for deter-
mination. Motion Carried.

Utah-Idaho JSC date of action, January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2820 I.M.L. Freight

O-T-R The Salt Lake sleeper team of Clardy and Connors are claiming
Dispute four and one-half hours pay per man for time spent waiting for
a hotel room in Chicago, Illinois on October 31, 1966 (these
drivers are paid under the provisions of the Central States Agreement
which requires the Company to "furnish a room" rather than
pay subsistence .

Case #889 (Jan. 67-16).

JSC Motion: That the claim be allowed.

Deadlocked Utah - Idaho JSC January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2821 I.M.L. Freight

Master The Union contends that I.M.L. Freight. has been violating
Dispute Article 32 of the National Master Freight Agreement by using the
services of Barton Truck Lines for the pick-up and delivery of
freight which could have been and should have been handled by
I.M.L. employees.

The Union contends that the Company has been advised that the
employees of Barton Truck Lines do not receive wages, hours
and conditions which prevail in the freight industry. The Union
contends that since 6-1-64 employees of I.M.L. have been
periodically laid off because of lack of work while freight was
being picked up and delivered for this Company by Barton Truck
Lines. The Union contends that employees who have been laid
off during this period of time should be compensated and that
employees who would have had overtime opportunities should be
compensated for the loss of overtime.

Case #892 (Jan. 67-19).

JSC Motion: That this case be referred to the JWAC.
Motion Carried.

Utah-Idaho JSC date of action, January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-7-2822 P. I. E.

Master The Union contends that P.I.E. has been using the services of
Dispute Barton Truck Lines for the pick-up and delivery of freight which
could have been and should have been handled by P.I.E. employees.
The Union contends that the Company has been advised that the
employees of Barton Truck Lines do not receive the wages, hours
and conditions which prevail in the freight industry. The Union
contends that since 6-1-64, employees of P.I.E. have been
periodically laid off because of lack of work while freight was
being picked up and delivered for this Company by Barton Truck
Lines. The Union contends that employees who have been laid
off during this period of time should be compensated and that
employees who would have had overtime opportunities should be
compensated for the loss of overtime.

Case #894 (Jan. 67-21).

JSC Motion: That this case be referred to the JWAC.
Motion Carried.

Utah-Idaho JSC date of action, January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-7-2823 Asbury Transportation Company

Heavy Local 224 on behalf of Archie Dryer claims rigging rate of pay
Specialized for all work time, and time and one-half after 8 hours from
Agreement 2-21-66 thru 2-23-66. The Company paid only \$3.15 per hour.
Dispute Further, we claim rigging rate of pay for Mr. Dryer on 2-3-66,
2-8-66 and 2-12-66. The Company only paid \$3.15 per hour.

Case #SC-1-7-8472.

JSC Motion: That based on the facts as presented, the claim of
Archie Dryer is allowed.

Deadlocked Southern California JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
 2-7-2824 Asbury Transportation

Heavy Local 224 on behalf of Archie Dryer claims double gooseneck
 Specialized rate of pay and time and one-half after 8 hours on 1-31-66,
 Agreement 2-1-66, 2-2-66. The Company only paid \$3.15 per hour.
 Dispute

Case #SC-1-7-8473.

JSC Motion: That based on the facts presented, the claim of
 Archie Dryer is allowed.

Deadlocked Southern California JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 224, Los Angeles, California, and
2-7-2825 Asbury Transportation Company

Heavy Local 224 on behalf of F. Stewart Rogers, claims monies due
Specialized him for shortages on 7-18-66.
Agreement
Dispute Further information will be presented at the hearing.

Case #SC-1-7-8474.

JSC Motion: That the claim of F. S. Rogers be allowed.

Deadlocked Southern California JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-7-2826 Hills Transportation Company

O-T-R Local 224 on behalf of Manuel Laguna requests the J.S.C. to
Dispute instruct the Company to comply with the contract and refrain from
having Mr. Laguna perform Pick-Up & Delivery work in the Oakland
cartage area after his line trip from Los Angeles, California.
A factual case: Mr. Laguna departed L.A. at 5:00 p.m. on 10-25-66.
He arrived at 3:00 p.m. in Oakland. Mr. Laguna made three
deliveries in Oakland:

- (1) Bayshore Annex
- (2) Oakland Pier (P.M.T. & So. Pacific R.R.)
- (3) Oakland Terminal at the Army Base.

Mr. Laguna unloaded and drove locally within the Pick-Up &
Delivery zone from 3:00 p.m. until 7:15 p.m.

Case #SC-12-6-8334.

JSC Motion: That the claim of Manuel Laguna is denied.

Deadlocked Southern California JSC December 7, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 224, Los Angeles, California, and
2-7-2827 Santa Fe Trail Transportation

Master Local 224 on behalf of its members employed at Santa Fe Trail
Dispute Transportation Company, requests the semi-monthly pay days
 be changed to weekly pay days as are Locals 208 and 357.

Case #SC-1-7-8490.

JSC Motion: That the request of the Union be upheld.

Deadlocked Southern California JSC January 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
2-7-2828 California Motor Express

Joint Work Jurisdiction - "A Union employee should stack freight
Council 7 in 4 wheel cages rather than office help."
Dispute

Case #LD-2745.

Joint Council #7 Labor-Management Committee Motion: That
the claim of the Union be denied.

Deadlocked Joint Council #7 Labor-Management Committee
January 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 315, Martinez, California, and
2-7-2829 Acme Transportation

Joint Asking three days' pay for Dick Deiro on 6-2-66, 6-7-66, and
Council 7 6-8-66, because he was not given the opportunity to work from
Dispute the Hiring Hall.

Cases No. LD-2652 and 2653.

Joint Council #7 Labor-Management Committee Motion: That
this be referred to the Hiring Hall Committee for qualifications.

Deadlocked Joint Council #7 Labor-Management Committee
November 3, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 315, Martinez, California, and
2-7-2830 Clark Farnsworth

O-T-R Hiring hall dispute. Union is asking that the Company abide by
Dispute the Agreement by using men from the hiring hall instead of using
 men under the Tanker Agreement that work for Consolidated
 Freightways.

Case #CB-1995.

JSC Motion: That the Union's position be upheld.

Deadlocked California Bay JSC November 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 315, Martinez, California, and
2-7-2831 West Transportation

O-T-R Local 315 is claiming 84 miles over the 16 hour guarantee when
Dispute the men are dispatched from Richmond to Fontana under the Main-
tenance of Standards.

Case #CB-2026.

JSC Motion: That the Union's position be upheld.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2832 Consolidated Freightways

O-T-R Money claim for Whitten and Knuchel for 8-1/2 hours abusive
Dispute free time. Union claiming abusive free time at Chicago.
Trailers were loaded and the drivers were put off duty.

Case #CB-2047.

JSC Motion: That the Union claim be upheld.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
2-7-2833 Consolidated Freightways

O-T-R Money claim for Tingler and Brown, for 9 hours. Drivers
Dispute claim abusive free time at Chicago. Drivers arrived at Chicago
and were put to bed, with loads sitting in the Chicago yard.
Union claiming 9 hours abusive free time.

Case #CB-2049.

JSC Motion: That the Union claim be upheld.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
2-7-2834 Consolidated Freightways

O-T-R Money claim for Waterson. Waterson claiming 18 hours runaround
Dispute at San Leandro because he was not put back in his proper position
on the rotating sleeper board.

Case #CB-2050.

JSC Motion: That the Union position be upheld.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
2-7-2835 Consolidated Freightways

O-T-R Money claim for Johnson. Johnson claiming runaround at San
Dispute Leandro because the team behind them was dispatched out with a
load to Salt Lake City and they did not get out until 36 hours later.

Case #CB-2051.

JSC Motion: That the Union position be upheld.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
2-7-2836 Garrett Freight Lines

O-T-R Pay claim for Marvin Teel. Local 468 is claiming sixty off-route
Dispute miles on the Oakland - Reno run.

Case #CB-2043.

JSC Motion: That the man be paid the 60 off-route miles.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2837 Pacific Intermountain Express

O-T-R Money claim for Rains and Ridgway. Union claiming 6 hours
Dispute pay at Denver, Colorado. Drivers were put off duty, but loads
were available on arrival. Union maintains that the Company
has 1-1/2 hours to turn the drivers, or if it goes over 1-1/2
hours, drivers shall receive all time spent.

Case #CB-1942.

JSC Motion: That the claim be denied.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
 2-7-2838 Pacific Intermountain Express

O-T-R Money claim for Chatburn. Union is claiming the difference in
 Dispute miles from the turn point, Salt Lake City, to destination Twin
 Cities. Chatburn was dispatched to Twin Cities, but at Salt Lake
 City load was taken away from him, and he was sent back to
 Oakland.

Case #CB-2037.

JSC Motion: That Chatburn be paid the monies he would have
 made to his original destination.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
2-7-2839 Pacific Intermountain Express

O-T-R Money claim for Rains. Rains claims 10 hours pay at Denver,
Dispute Colorado, because the Company held him until an extra board
driver came into I. C. C. hours to return back to Oakland. Rains
had enough I. C. C. hours to turn at Denver.

Case #CB-2038.

JSC Motion: That the claim be denied.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2840 Pacific Intermountain Express

O-T-R Money claim for Hollowell and Myers for 8 hours terminal delay.
Dispute Drivers were put off duty at Chicago and loads were available.

Case #CB-2039.

JSC Motion: That the claim be paid.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
2-7-2841 Pacific Intermountain Express

O-T-R Money claim for Hollowell and Myers. Drivers claiming the
Dispute difference between a Salt Lake City trip and a Denver trip.
 Drivers were the first team up on the board and were runaround
 at Oakland.

Case #CB-2040.

JSC Motion: That the claim be denied.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2842 Pacific Intermountain Express

O-T-R Money claim for Ray. The Union is claiming room rent and one
Dispute meal for Ray on a breakdown. Company relieved Ray from duty
and refused to pay him for room rent and a meal.

Case #CB-2041.

JSC Motion: That the claim be denied.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2843 Pacific Intermountain Express

O-T-R Money claim for Green. Driver claiming \$9.46 which he spent
Dispute for repairs and Freon for air conditioner. Company refuses to
reimburse driver for these expenditures.

Case #CB-2042.

JSC Motion: That the claim be denied.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2844 Santa Fe Trail Transportation

O-T-R Money claim for Williams. Local 468 is claiming runaround for
Dispute driver Williams, who is an Oakland based driver. The Company
brought drivers into Oakland from Pittsburg and took freight to
Fresno and left Williams home.

Case #CB-2044.

JSC Motion: That based on the May, 1962 JWC Case #5, the
claim of the Union be denied.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 483, Boise, Idaho, and
2-7-2845 Consolidated Freightways, Inc.

O-T-R Walter Lamke is a Boise based line driver with a bid run from Boise,
Dispute to Idaho Falls through Pocatello. In 1963, the Company reached an
agreement with the Union and Mr. Lamke as evidenced by a letter
dated September 11, 1963, that Mr. Lamke's run could "on occasion"
be terminated at Pocatello and when so terminated, he would be paid
only the mileage to Pocatello.

On October 1, 1966, Mr. Lamke left Boise with a set of doubles, one
box loaded with Pocatello freight and one box loaded with Idaho Falls
freight (approximately 10,000 pounds), his orders directing him to
check at Pocatello for a possible cut there. When he arrived at
Pocatello, he was cut there. The Company combined the box of
Idaho Falls freight with a box for Butte, Montana, which had arrived
in Pocatello from Salt Lake City and dispatched the two with a
Pocatello based extra board man who dropped the Idaho Falls box
in Idaho Falls and proceeded on to Butte.

The Union claims additional mileage from Pocatello to Idaho Falls
and return, contending that Mr. Lamke's run could not be cut at
Pocatello if there was Idaho Falls destined freight.

The Company contends that it was within its rights to cut Mr. Lamke
at Pocatello and that combining the two boxes was the only economical
way to move the freight on the day in question.

Case #847 (Nov. 66-1).

JSC Motion: That Mr. Lamke be paid his run from Boise to Idaho
Falls and return.

Deadlocked Utah-Idaho JSC November 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 569, Astoria, Oregon, and
2-7-2846 Nehalem Valley

O-T-R Union contends that the deliveries of fresh fish to LASME terminal
Dispute and United Air Lines terminal is the work of the Pick-Up and
Delivery driver and is not the proper way freighting work for
road men. The Union further contends that the contract clearly
defines the jurisdiction of each Supplemental Agreement and that
the Over-The-Road Contract does not allow multiple pick-up
and/or drops of partial loads.

The Union is requesting that the Company discontinue this type
of operation.

Case #826.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 690, Spokane, Washington, and
2-7-2847 United-Buckingham Freight Lines

O-T-R Protesting runaround for sleeper team Phillips and Weeks. They
Disput e were runaround by a Des Moines sleeper team who arrived in Spokane
 on November 27, 1966. They broke this team up and rolled and
 rested them with new road equipment back to Des Moines, Iowa.
 We, at the time, had 4 available teams of our own which we could
 have rolled and rested.

Under the Central States Agreement, they have no right to split a
team up at destination point - likewise in the Western States Agreement;
therefore, we are asking 3,000 miles runaround for each driver
involved.

Case #1569 (U).

JSC Motion: That the claim of the Union be denied.

Deadlocked Washington JSC December 14, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
2-7-2848 Owl Truck and Construction

Master On November 11, 1966, Duane Patterson was left home from work.
Dispute We have an agreement with Owl Truck that Patterson, among
others, will work 40 hours a week, 8 hours a day. The Company
has traditionally worked these men 5 consecutive days, Monday
through Friday. Therefore, due to the fact that Patterson was
not worked on November 11, 1966, we are requesting a day's pay.

Case #SC-1-7-8471.

JSC Motion: That based on the facts presented, the claim of the
Union is allowed.

Deadlocked Southern California JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-7-2849 Consolidated Freightways, Inc.

Clarifica- Ernie Hickman, Consolidated Freightways line driver, protests
tion the action of the Company when he was placed on layoff status
effective October 30, 1966, under provisions of Article 41,
Section 2 (B) of the Over-The-Road Supplement, and requests
pay for time lost due to this layoff.

Case #1545 (U).

JSC Motion: That Case #1545 (U) be referred to the JWAC for
clarification of their decisions covering seniority in JWAC Cases
No. 46 and 48, dated January 10, 1962. Until such time as a
clarification is made by the JWAC, the seniority of the parties
involved shall remain status quo in accordance with the decisions
in JWAC Cases 46 and 48. Motion Carried.

Washington JSC date of action November 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
 2-7-2850 Hamilton Heavy Hauling - Division of Puget Sound Freight Lines

O-T-R Under Article 3, Section 4, Page 12, of the National Master
 Dispute Freight Agreement, Local 741 asks runaround pay from Hamilton
 Trucking Service, a Division of Puget Sound Truck Lines, when
 on October 27, 1966, Del Marchant, a Supervisory employee of
 Puget Sound Truck Lines, was dispatched at 4:30 a.m. on a line
 trip. Runaround is requested for the appropriate man on either
 the Hamilton Trucking board, the Puget Sound Truck Lines Board
 or a line driver out of the hiring hall as the committee may determine.

Case #1546 (U).

JSC Motion: That the claim of the Union be denied.

Deadlocked Washington JSC November 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-7-2851 Los Angeles-Seattle Motor Express

O-T-R Company's basic operation is for Seattle based sleepers to meet
Dispute and turn at Corning, California, with Los Angeles based sleepers.

In this case the Seattle team was run through to Los Angeles, and were required to lay over for 18 hours because the Company had turned "back to Seattle" a Los Angeles team, one-half hour after the Seattle team arrived in Los Angeles.

The agreed upon dispatch rules between LASME and Local 741, will support our position for 13 hours abuse of free time.

Case # 1547 (U).

JSC Motion: That the claim of the Union be denied.

Deadlocked Washington JSC December 14, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-7-2852 O.N.C. Fast Freight

Interpre- Under Article 6 of the National Master Freight Agreement Maintenance
tation of Standards, Local 741 claims pay for holidays on the Seattle
Yakima turn operation be paid under the following rider and Maintenance
of Standards rider approved by the JWC on April 12, 1962 and between
J.C. #28 Longview-Vancouver, Washington gives the formula for
computation - Rider #70 M.S. 122. This factual case concerns a
bid man Carol Porter for July 4, 1966 and September 5, 1966.

Case # 1548 (U).

JSC Motion: Case # 1548 (U) is a factual interpretive matter and
is referred to the JWAC. Motion Carried.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 886, Oklahoma City, Oklahoma, and
2-7-2853 Transcon Lines

O-T-R Local 886 is claiming all road drivers coming into Los Angeles and
Dispute not relieved of duty so they may have an opportunity to take their
8 hours or go to hotel and clean up be paid for all time at Transcon
terminal in Los Angeles. The Company does not furnish clean
sanitary facilities, also has only one shower for some 80 to 100
men to use in a 24 hour period. This claim is for all time be paid
at terminal until Company furnishes facilities at Los Angeles
terminal.

Case #SC-12-(10)-6-8006.

JSC Motion: That based on the facts presented, the claim of the
Union is allowed.

Deadlocked Southern California JSC December 6, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 886, Oklahoma City, Oklahoma, and
2-7-2854 Transcon Lines

O-T-R Tyner and Newman arrived in Los Angeles at 1:30 a.m., 8/20/66.
Dispute Company took their tractor away from them and held them 5 hours
and 50 minutes for Company to load a set of doubles.

This claim is for 5 hours and 50 minutes.

Case #SC-12-(11)-6-8132.

JSC Motion: That the claim of Tyner and Newman be denied.

Deadlocked Southern California JSC December 6, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 886, Oklahoma City, Oklahoma, and
2-7-2855 Transcon Lines

O-T-R We arrived in Los Angeles at 11:47 p.m. November 6, 1966.
Dispute Were put on turn to pull Trailer #9208. We had made up our bed
and checked out equipment and were ready to leave when they
took our load and gave it to a crew running out of position; the
driver was Harry Keller on truck #5092. We claimed 23-2/3
hours late release. Transcon cut off 15-2/3 hours and paid us
8 hours layover.

This claim is for 15-2/3 hours late release out of Los Angeles
on November 7, 1966, time and trip report #019979.

Case #SC-1-7-8663.

JSC Motion: That based on the facts presented in this particular
case, the claim of the Union is allowed.

Deadlocked Southern California JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 886, Oklahoma City, Oklahoma, and
2-7-2856 Transcon Lines

O-T-R We were in Los Angeles on October 4, 1966, arrived 6:20 a.m.
Dispute There were 40 ft. trailers loaded for dispatch. I was held with
the set of doubles that I pulled in until 11:45 p.m., October 4, 1966.
Company paid 4 hours and 25 minutes layover.

This claim is for 13 hours runaround.

Case #SC-12-6-8292.

JSC Motion: That the claims of Cortum and Street are allowed.

Deadlocked Southern California JSC December 6, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2857 Navajo Freight Lines, Inc.

O-T-R Marion L. Carter states: We dispatched Thursday, August 18, 1966
Dispute at approximately 7:00 p.m. for Manteca, California for a call at
6:00 a.m., August 19, 1966. Told dispatcher that was not the run
I had bid and would not take a call for Manteca but would take a
call on my bid run which is L. A. or Oakland and pull the load to
Manteca and turn there if they had a turn available. He refused
to dispatch that way.

Claim 84-1/2 hours for they sent truck on out. It left Denver at
12:30 p.m. , August 19, 1966, and I did not get out until the following
Tuesday, August 23, 1966 at 1:30 a.m.

Case #3.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 30, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2858 The Ringsby System

O-T-R D. Warriner and W. Killing state: Trip #17452, 11-16-66, we
Dispute arrived at Sacramento, California at 8:23 p.m., #3518, was in
terminal and left at 12:30 p.m., 11-16-66. We claim 9 hours
abusive free time as there was a set of doubles #26-951, 25-11
was loaded and ready to go. Seal #81663-D, 80973, 10,800 and
7110 weight.

We claim time from #3188, 12:30 departed until we went on layover
time, were paid 3 hours layover. There was one other truck
behind us in Sacramento.

Case #27.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC January 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2859 The Ringsby System

O-T-R Donald W. Burke and Ray G. Stout state: On all ammo loads
Dispute transported in California, the State required an inspection stop on
all hills with a special speed limit of less than 50 M.P.H., Section
22407 of the Vehicle Code. This has been turned down several
times and was told by our Supervisor that would not pay this claim
that it was not a Company rule and not to stop. One driver was
fined for this and was fined \$110.00. We think this is part of job
that goes with hauling ammo and should be paid.

Case #9.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC January 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2860 Ringsby System

O-T-R Melvin Faber and James F. Cotter state: We tried to get front
Dispute springs, changed for 2 mo. Shop kept putting us off for one
more trip, so I talked to Bob Hughes and he said if the truck
hadn't had the springs changed when we got down to go out to
turn the truck down, and take our 3 hours and go home. This
we did and Mr. Hughes called 2 extra board men and sent the
truck out. Mr. Hughes also told us to take the truck out with
ammo and if we got sleepy to stop and sleep.

Case #31.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 2, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2861 Santa Fe Trail Transportation Company

O-T-R Ray E. Kittinger states: I was in town and available on October 1/66
Dispute and had hours to pull extra 248 out of Denver at approximately
 10:00 p.m. on October 1, 1966. I got out October 3, 1966 at
 12:15 a.m. I claim runaround of 26 hours.

Case #22.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC January 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 983, Pocatello, Idaho, and
2-7-2862 Garrett Freightlines

O-T-R A Salt Lake City sleeper team arrived at Emeryville at 1:00 on
Dispute 12-13-66. They were given a call for 4:45 with a Pocatello load.
A Pocatello sleeper team arrived at Emeryville at 3:30 on December 13th
and departed at 15:15 with a Pocatello load.

The Union, on behalf of the Pocatello team, claims a runaround, contending that since the Salt Lake team could have been held four hours, awaiting a load for their home terminal (Salt Lake City) it was wrong for the Company to dispatch them within that four hours with a load for Pocatello. The Union, in rebuttal, contends that even though the Salt Lake team had been given a call, that call could have been changed and the Pocatello team given the first load and that the Salt Lake team would not have had a claim.

Case #882 (Jan. 67-9).

JSC Motion: That the Union's claim be denied.

Deadlocked Utah-Idaho JSC January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-7-2863 Willamette Valley Transfer

Discharge Local 81 is protesting the improper discharge of Robert Miller
by Willamette Valley Transfer.

Case #812.

JSC Motion: That the case was improperly before the panel.

Deadlocked Oregon JSC December 5, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2864 Freight Transport

Discharge The Local Union protests the termination of Jerry Velasquez dated December 12, 1966, for an alleged '502' citation (drunk driving). The Local Union submits that this termination is without due process; further, that it is based on an assumption of guilt before the facts, as well as being unreasonable, unfair and unjust. The Local Union therefore requests the reinstatement of Velasquez, together with all seniority rights and benefits, and, with back pay for all time lost.

Case #SC-1-7-8535.

JSC Motion: That Jerry Velasquez shall be returned to work on his next regular shift with full seniority and compensated for all time lost.

Deadlocked Southern California JSC January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2865 Garrett Freightlines

Discharge I protest my being discharged as unfair. I further respectfully
request that the committee, after weighing all the facts, reinstate
me to my job without loss of seniority or pay.

Case #SC-1-7-8661.

JSC Motion: That the discharge of Vance Scott be upheld.

Deadlocked Southern California JSC January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2866 Pacific Intermountain Express

Discharge Local 208 protests issuance of termination notice to Russell E. Foy
 on December 6, 1966; requesting that he be reinstated with his
 full seniority and compensated for all time lost.

Case #SC-1-7-8537.

JSC Motion: That the discharge of Russell E. Foy be upheld.

Deadlocked Southern California JSC January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2867 Pacific Intermountain Express

Discharge Local 208 protests issuance of termination notice to Herbert
F. Shipley dated 12-14-66, and requests that he be reinstated with
his full seniority and compensated for all time lost.

Case #SC-1-7-8536.

JSC Motion: That Herbert Shipley shall stand suspended until
he can produce a valid chauffeur's license.

Deadlocked Southern California JSC January 12, 1967

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 2-7-2868 Qwikway Trucking Company

<u>Discharges</u>	<u>Member</u>	<u>Warning Notice</u>	<u>Discharge</u>
	Telesforo Avila	SC-1-7-8540	SC-1-7-8541
	Pete A. Baisa	SC-1-7-8542	SC-1-7-8543
	Charles A. Esquibel	SC-1-7-8544	SC-1-7-8545
	Dennis D. Garcia	SC-1-7-8546	SC-1-7-8547
	Raymond Jaramillo	SC-1-7-8548	SC-1-7-8549
	Henry V. Martinez	SC-1-7-8550	SC-1-7-8551
	Glenn Mattison	SC-1-7-8552	SC-1-7-8553
	Benito Mejia	SC-1-7-8554	SC-1-7-8555
	Ray Mestas	SC-1-7-8556	SC-1-7-8557
	Paul M. Mora	SC-1-7-8558	SC-1-7-8559
	Rudolfo Mora	SC-1-7-8560	SC-1-7-8561
	Edward Pinela	SC-1-7-8562	SC-1-7-8563
	Johnnie Rodriguez	SC-1-7-8564	SC-1-7-8565

The Local Union protests the issuance of the warning notices for allegedly refusing to work shift on November 25, 1966 and requests that they be removed.

The Local Union protests the terminations of the above listed members, contending that these terminations are improper and in violation of the Freight Agreement now in effect. The Local Union further requests that these members be reinstated with all seniority rights and compensated for all time lost.

Cases Number SC-1-7-8540 through 8565.

JSC Motion: That Cases SC-1-7-8540 through SC-1-7-8565 are properly before the committee and therefore should be heard on their merits.

Deadlocked Southern California JSC January 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-7-2869 Consolidated Freightways

Discharge Protest of discharge of Michael W. Smith. It is the Union's position that the warning notice in August of 1966 for the slowdown had been protested and had not been upheld and that the discharge was not warranted. The Union demands reinstatement with full seniority and with full back pay.

Case #856 (Nov. 66-10)

JSC Motion: That based on the facts, the discharge be upheld.

Deadlocked Utah-Idaho JSC November 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2870 O.N.C. Motor Freight System

Termination Complaint By Lyons: On 11-1-66 about 7:00 p.m. I was on the towmotor taking a piece of freight out of a bobtail. In coming out, this driver, "Art" walked over to me and said - "Watch what you're doing before you hurt someone." I told him - "I don't want to hurt anyone." Then he kept shaking his finger in my face and saying - "We've been having a lot of trouble from you" - I pushed his finger away and said, "take your finger out of my face." He then turned and hit me. That's when I got off the towmotor to protect myself. Therefore, I am requesting a hearing of this case and reinstatement of my job with full seniority and pay for time lost due to this termination.

Case #SC-12-6-8308.

JSC Motion: That the discharge of Troy Lyons be reduced to a warning notice. He shall be returned to work with full seniority and compensated for all time lost.

Deadlocked Southern California JSC December 6, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
2-7-2871 Chesley Transportation

Termination We wish to protest the discharge of James Gowdy by Chesley
Transportation on October 10th.

Case #SC-11-6-8125.

JSC Motion: That James Gowdy was properly terminated
under Article 3, Section 2 of the Western States Area Master
Freight Agreement.

Deadlocked Southern California JSC November 7, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
2-7-2872 Owl Truck and Construction

Termination Local 692 wishes to protest the discharge of Hiram Hamilton.

Case #SC-1-7-8469.

JSC Motion: That the claim of the Union be upheld.

Deadlocked Southern California JSC January 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 856, San Francisco, California, and
2-7-2873 O.N.C.

Discharge Company discharged Kathrine Keffer within the 30 day probationary
period. Local 856 feels that Kathrine Keffer is being discriminated
against.

Case #2021.

JSC Motion: That the case is improperly before the committee
because the employee was released during the 30 day probationary
period.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
2-7-2874 I. M. L. Freight, Inc.

Warning Frank G. Felix states: I protest the warning letter because
Notice it is unjust.

Case # 13.

JSC Motion: None given.

Deadlocked Colorado - Wyoming JSC November 30, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2875 City Transfer, Inc.

Warning Local 208 protests the issuance of Warning Notice to Pasqual
Letter Alexandre dated November 29, 1966, claiming chargeable accident
on 11/18/66, Santa Monica Freeway in Culver City.

Mr. Alexandre claims said accident should not be chargeable as
it could not have been helped.

Case #SC-1-7-8578.

JSC Motion: That the warning notice issued to Pasqual Alexandre
be withdrawn.

Deadlocked Southern California JSC January 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
2-7-2876 Smith Transportation Company

Warning Local 208 protests the issuance of the warning notice to James
Notice Yonce, dated October 26, 1966, for being involved in an alleged
fight on the night of October 2nd. The Local Union submits
that this warning notice is not properly based upon the pertinent
facts involved, as well as being unreasonable, unfair and unjust.

The Local Union therefore requests the removal of this warning
notice from the personnel files and records of Yonce.

Case #SC-12-6-8432.

JSC Motion: That the warning notice issued to James Yonce
be withdrawn.

Deadlocked Southern California JSC December 9, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-7-2877 Consolidated Freightways

Warning Company issued a warning notice to J. L. Vigil, a Salt Lake City
Letter dockman on August 26, 1966, for failure to achieve normal
productivity during the course of his employment on specified
dates.

It is the Union's position that the warning notice was not
warranted.

Case #843 (Oct. 66-24)

JSC Motion: That the warning notice be upheld.

Deadlocked Utah-Idaho JSC November 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-7-2878 Consolidated Freightways

Warning Letter The Company issued a warning notice to M. W. Smith, a Salt Lake City dock worker on August 12, 1966 for failure to achieve normal productivity during the course of his employment on specified dates.

It is the Union's position that productivity cannot be standardized, that there may have been extenuating circumstances, and that the warning notice was not justified.

Case #842 (Oct . 66-23)

JSC Motion: That the warning notice be upheld.

Deadlocked Utah-Idaho JSC November 22, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
2-7-2879 Garrett Freightlines

Warning Protest of warning notice. R. E. Winegar is a Salt Lake City
Letter extra board driver. He was issued a warning notice for not being
available for work on October 6, 1966.

Case #869 (Dec. 66-12)

JSC Motion: That the warning notice be upheld.

Deadlocked Utah-Idaho JSC December 22, 1966 .

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-7-2880 Cantlay & Tanzola, Division of Western Gillette, Inc.

Warning Union protests warning notice issued to Steve G. Trani, dated
Notice 11-8-66.

Company claims the driver was given dispatch with specific instructions on loading. Driver did not follow instructions, loaded wrong material and customer refused the load.

Union claims drivers going into the refinery can only ask for their order number and the loaders take care of loading the truck. Union claims wrong loading not the driver's fault.

Case #T-126-593.

JSC Motion: That the warning notice be reduced to a written reprimand.

Deadlocked California-Arizona Joint State Tank Committee
December 15, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
2-7-2881 Cantlay & Tanzola, Division of Western Gillette, Inc.

Warning Union protests warning notice issued to Steve G. Trani, dated
Notice 11-7-66.

The Company claims they attempted to contact Trani several times but could not reach him.

The Union read warning notice into record and claims that Trani was granted time off by the Company while his father was ill.

Company claims Trani was not given time off and he was told he would go out that night.

Case #T-126-592.

JSC Motion: That the warning notice be upheld.

Deadlocked California-Arizona Joint State Tank Committee
December 15, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2882 Pacific Intermountain Express

Warning Local 468 protests the warning letter issued to Tuttle for driving
Letter company equipment in excess of company speed limits.

Case #CB-2029.

JSC Motion: That the warning letter be rescinded.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
2-7-2883 Pacific Intermountain Express

Warning Local 468 protests the warning letter sent to Weatherbie for
Letter being involved in a serious, preventable accident.

Case #CB-1919.

JSC Motion: That the warning letter be upheld.

Deadlocked California Bay JSC December 20th & 27th, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 569, Astoria, Oregon, and
2-7-2884 Nehalem Valley Motor Freight

Warning Local 569 is protesting a warning letter issued to Robert T. Moxley
Letter for failure to follow driving instructions.

Case #813.

JSC Motion: That the warning letter be withdrawn.

Deadlocked Oregon JSC December 6, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-7-2885 O.N.C. Fast Freight

Warning Notice Warning notice be rescinded on grounds that Company is attempting to establish a "piece work quota" for the drivers, when the contract does not provide for such.

It is further the Union's position that the amount of freight a driver can handle in any given time is controlled by many factors, such as traffic congestion, available dock space, and etc., and may vary greatly from day to day.

Case #1554 (U).

JSC Motion: That the warning notice be upheld.

Deadlocked Washington JSC December 14, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2886 Navajo Freight Lines, Inc.

Warning Marion L. Carter states: This is a formal protest to the
Notice warning letter issued on August 22, 1966. Respectfully request
this letter be withdrawn.

Case #2.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 30, 1966.